

TELEGRAMS.

BALKAN AFFAIRS.

A BIG BATTLE.

Reuter's
[Service to the "Telegraph."]
London. Received July 11.
Reuter's Belgrade correspondent says a great battle is in progress around Kustendil, extending along a line of 40 miles.
Wounded soldiers returning to Sofia relate that the recent battles were indescribably terrible. The task of extricating the wounded from the tangled heaps of dead men and horses, robes, debris was most difficult.

Joining Hands.

Later.
Despatches from Belgrade and Athens indicate that the Greeks and Servians have joined hands near Ishtip, the former, after severe fighting in the passes of Mount Balleshi, threatening the rear of the Bulgarian Army Corps, whose front is engaged by the Servians.

A Startling Report.

An unconfirmed report says that two divisions under General Ivanoff, the victor of Adrianople, have surrendered after their retreat had been cut off by the Greeks and Servians.

Roumania Declares War.

Later.
The "Times" correspondent at Sofia says that the King of Roumania has declared war on Bulgaria, and has recalled the Minister at Sofia.
According to a Vienna message, the Roumanian troops crossed the Bulgarian frontier on Thursday afternoon.

Bulgaria and Peace.

It is understood that Bulgaria has made certain enquiries in St. Petersburg regarding the terms of peace, but nothing to the same effect has been received officially in London. The probabilities, however, point in that direction.
A later telegram from Paris states that Bulgaria's appeal for Russian intervention is officially confirmed. It is understood that Russia will readily accept the office of peacemaker, provided there is no more haggling and that Bulgaria adopts a more conciliatory attitude towards the claims of Servia and Greece.
The road to Sofia is practically open, and it is expected that an armistice will be concluded immediately.

Bulgaria's Plight.

London. Received July 12.
The Roumanians have occupied Silistria.
The complete debacle of the Bulgarians is now incontrovertible. The facts were apparently recognized in Sofia two days ago, when Bulgaria placed herself unreservedly in the hands of Russia, who is now endeavouring to arrange an armistice and to bring the belligerents, also Roumania, to St. Petersburg, which Bulgaria will enter in a greatly chastened spirit recognizing that the Serbo-Bulgarian Treaty is dead.

Roumania's Ambitions.

There is some anxiety concerning the extent of the ambitions of Roumania, whose advance Bulgaria is making virtue of necessity, and is not resisting.
Roumania has presented a Note to Bulgaria declaring that she had already warned Bulgaria that if war broke out among the Allies she would be compelled to take action. Bulgaria has not even replied to this. Moreover, Bulgaria attacked Servia without giving the customary notification, and consequently Roumania ordered her Army to enter Bulgaria. Simultaneously Roumania intimated that she intends to participate in the discussion concerning the final partition of Turkish territory. Roumania points out that Bulgaria's failure to reply to the Note and the attacking of Servia, are regarded by Roumania as acts of great provocation.

TELEGRAMS.

BALKAN AFFAIRS.

TURKISH POLICY.

Reuter's
[Service to the "Telegraph."]
London. Received July 12.
Definite orders have been issued to the Turkish Army not to advance beyond the Enos-Midia line.

OBITUARY.

COUNT HAYASHI.

London. Received July 11.
The death is announced from Tokyo of Count Hayashi, who negotiated the Anglo-Japanese Alliance.
[The deceased Count was 63 years of age. He had had a striking diplomatic career. He was educated in England, and from 1872 to 1873 was Secretary to the Japanese Embassy to the Courts of Europe. Later he was Vice Minister of Foreign Affairs and from 1895 to 1896 was Minister to Peking. Subsequently, from 1900 to 1905, he was Ambassador to London, upon relinquishing which post he was appointed Foreign Minister, and then Minister for Commerce. He held many Foreign Orders and, as a Freemason, was Grand Junior Warden of the Grand Lodge of England.]

From Japanese newspapers we gather that, on June 1, Count Hayashi had the misfortune to fall from a ricksha, in front of his villa at Hayama, the result being a severe fracture of his thigh. The trouble was complicated by the rupture of an artery, which caused great weakness from loss of blood, and, suppurating setting in, it became necessary to amputate, as the only chance of saving the patient's life. The Count's permission having been obtained, Dr. Sato performed the operation on June 23rd.]

HOME CRICKET.

London. Received July 12.
Northamptonshire beat Somerset at Northampton by nine wickets.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.
13th July, 1913. 8th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11 a.m.). Responses, Ferial; Venite, Turle; Psalms, of the 11th morning; II Te Deum, Woodward, Smart, Turle; Benedictus, Turle 27th evening; Hymns, 290, 209, 271. Evening 5.45 p.m. (Full Choir): Responses, Ferial; Psalms: Barnby, Turle and Turle; Magnificat, Nunc Dimittis, Goss in A; Anthem, "Lord God of Heaven and earth." Solo; Hymns, 550, 477; Sevenfold Amen.
St. Andrew's Church, Kowloon.
8th Sunday after Trinity 13th July 1913. Matins, Responses, Ferial; Venite, 13th Day; Psalms, Alterations Chant; Te Deum, Lawes; Credo, Hopkins; Benedictus, Barnby; Hymns, 291-545-520; Evening, Hymn 291-(H. C. Tune); Responses, Ferial; Psalms Barnby 1-33, Turle 31-end LXX. Hymns; Magnificat, Barnby in D minor; Woodward in A xxviii; Hymns 103-209 31; Vesper Hymn.
St. Peter's Church Sunday July 13th, Holy Communion 8 a.m. Morning Service 11 a.m. Evening Service 6.15 p.m.

TELEGRAMS.

EMPIRE DAY.

THE RIFLE SHOOT.

Reuter's
[Service to the "Telegraph."]
London. Received July 11.
The following are the final prize-winners in the Bisley Empire Day Cup (the maximum score being 4,200):—
Royal Marine Artillery (Portsmouth) ... 3,704
2nd Hampshire (Mauritius) ... 3,100
6th Inniskilling Dragoons (Muntra) ... 3,015
106th Hazara Pioneers (Quetta) ... 3,000
29th Punjab (Channan) ... 2,930
2nd Buff 1st Gorkhas (Bharma) ... 2,851
26th Punjab (Hongkong) ... 2,827
2nd Norfolk (Belgium) ... 2,808
8th Punjab (Rawalpindi) ... 2,781
Royal Marine Infantry (Gosport) ... 2,741
H.M.S. Pembroke (Chatham) ... 2,737
2nd North Staffshires (Rawalpindi) ... 2,706
10th Royal Hussars (Potchefstroom) ... 2,694
69th Punjab (Malakind) ... 2,634
4th King's Royal Rifles (Ghazal) ... 2,620
30th Sikhs (Lucknow) ... 2,612
A special prize of 225 for the best score by mounted troops was won by the 6th Inniskilling Dragoons (Muntra), and a like prize for dismounted competitors, who are not regulars, was won by the Witwatersrand Rifles (Johannesburg).

PORT AND SHERRY.

New Regulations Under Liquors Ordinance.

The following additional regulations have been made by the Governor-in-Council under Section 95 (a) of the Liquors Consolidation Ordinance, 1911:—
Port shall be defined as the fermented expressed juice of the grape, the produce of the Alto Douro District in the North-East of Portugal and shipped from Oporto, and shall conform to the following specification:—"It shall possess the flavour and aroma natural to port. It shall be free from added colouring matter and preservatives other than alcohol and shall contain not less than 12 per cent. of alcohol by weight." Wine of a port character from other countries or districts may be sold as port provided that it complies with above specification and the place of origin is clearly marked on the label. Such wine shall pay the same duty as port. All port from the Alto Douro District must be accompanied by a certificate of origin. Sherry shall be defined as the fermented expressed juice of the grape, the produce of Jerez (or Xerez) de la Frontera, and shipped from Cadiz, and shall conform to the following specification:—"It shall possess the flavour and aroma natural to sherry. It shall be free from added colouring matter and preservatives other than alcohol and shall contain not less than 12 per cent. of alcohol by weight." Wine of a sherry character from other countries or districts may be sold as sherry provided that it complies with the above specification and the place of origin is clearly marked on the label. Such wine shall pay the same duty as sherry. All sherry from Jerez (or Xerez) de la Frontera must be accompanied by a certificate of origin.
Certificates of origin for brandy, whisky, and rum must contain analytical particulars so that the liquor so certified may be duly recognised.

TELEGRAMS.

"JUSTICE FOR WOMEN."

INCIDENTS IN THE COMMONS.

Reuter's
[Service to the "Telegraph."]
London. Received July 12.
During the discussion of the Plural Voting Bill in the House of Commons, a man in the gallery fired a toy pistol, which gave a loud report, at the same time shouting "Justice for Women!" Another man showered pamphlets down on the House. Both men were ejected from the Gallery and detained.

DUTCH POLITICS.

London. Received July 12.
Reuter's correspondent at the Hague reports that the Liberal Democrat, Dr. Bros, has formed a Cabinet representing the entire left.

SHIPS AND SAILORS.

The Dreadnought Hospital; Mr. Churchill's Proposal.

Prince Louis of Battenberg has made an appeal for the Dreadnought Hospital at Greenwich which one may venture to hope, will not fall on deaf ears. The hospital, with its offshoot at Albert Dock, is the only institution which exists specially to meet the need of sailors of the mercantile marine using the Port of London. Many of those who know anything about it, at all, I believe, imagine that it is supported by the Admiralty. But this is not the case. The Admiralty gave the building when Greenwich Hospital was abolished, and the pensioners were given allowances in their own homes. But no public funds are available for its maintenance. Like other hospitals, it is dependent on public subscription.

Mercantile Jack.

We are, perhaps, a little heedless of our obligations towards the mercantile seaman. The public will always give an ear to the needs of the bluejacket, though not beyond his needs and desires. But the Merchant Service is no longer regarded as an essential part of the who's sea service of the Empire, though the life of the Empire was never more dependent upon it. There is, certainly, no breed of men more liable to chances requiring hospital treatment; none more helpless should the need come, and none with a better claim to the consideration of the public. The Dreadnought Hospital needs modernising. It is desired to provide better quarters for the nursing staff, to install lifts, and to provide a steam launch which shall be available to fetch cases from the ship to the hospital. After these requirements are supplied, there is the usual need for more money for maintenance. We most of us travel by steamer some time or the other nowadays. Is it too much to ask all those who have gone down to the sea in ships to contribute something towards meeting the necessities of those who have kept them as safe and as comfortable as if they were at the Metropole?

Mr. Churchill's Reply.

The First Lord of the Admiralty has announced his intention of meeting the situation caused by the refusal of the three Canadian ships by the Senate by advancing the date at which the three remaining ships of the British programme will be laid down. In itself, this is nothing, and it is generally interpreted to mean that he will announce, later on, the determination to lay

TELEGRAMS.

DAVIS CUP.

THE FINALISTS.

Reuter's
[Service to the "Telegraph."]
London. Received July 12.
Powell and Schwengers (Canada) beat Watson and Vivier (Belgium) in the Davis Cup Competition by 3 sets to 0.
McLoughlin and Hackett (America) beat Rahe and Kleinschroth (Germany) by 3 sets to 1.
Canada will thus have to meet America in the final, the winner to play England in the challenge round.

down three ships additional to fill the gap which he himself declared would exist if the Canadian Bill were not carried. He takes little risk by doing so, for Mr. Borden has already announced that, when his temporary difficulties at an end, he will propose that the ships so laid down shall be taken over and paid for by the Canadian Government. They are absolutely necessary to the security of the Empire, and as, under our present loose system of organization, there is no way by which the Dominion can be made to build them, the task lies upon the Mother Country. We need not be unduly concerned. A little faith, and all will be well. So gigantic a task as that of the organization of the British Empire for defence cannot be carried out in a day. We have a thousand years of history behind us, and this, surely, ought to teach us the folly of hurrying movements. It is our genius to proceed slowly, from step to step. But, in the meantime, it is for the Mother Country to show her determination to safeguard the security of the Empire. If we hump the load without complaining, the consequences will be widespread and lasting.

The Necessity.

The ships absolutely must be built, who ever pays for them. After providing a superiority of fifty per cent. in the North Sea—a margin which no one will say is excessive—the surplus left for the whole-world service of the Empire amounts to a total of from three to ten ships, excluding the Canadians. But foreign countries are going forward. Austria-Hungary will lay down three more immediately; Italy, following suit, an additional two; while Japan is preparing to construct three more. That is to say there are eight ships projected in the world's navies of which Mr. Churchill's programme takes no account. We have to meet these, and Mr. Churchill's proposals at present give us no margin for doing so. Of the ships which he includes in his estimate two are the "Lord Nelson and Agamemnon, which ought not to be included among the Dreadnought ships, which will alone count in the future, unless the Austrian Radetzis and Japanese Satsuma class are also included. The position is becoming dangerous, not so much from default of ours as from the great spurt in foreign shipbuilding which is now going on. We can only hold our own in the long run if the Empire comes in. But we have seen how constitutional questions arise to hamper the co-operation of the Dominions. Of that we can make no complaint and we do not wish to. But it is "up to" the Old Country to make good their failures and to see that the security of the Empire does not suffer through these questions are being threshed out. Many a parent has had to "stump up" for his offspring after they have arrived at years of discretion. We have to stump up now. The offspring will be right in the long run. Gerard Fieness in the "Pall Mall Gazette."

TELEGRAMS.

CANADA & ASIATICS.

STOPPING THE INFUX.

Reuter's
[Service to the "Telegraph."]
London. Received July 12.
Reuter's correspondent at Victoria, British Columbia, says it is announced that Canada is to negotiate a Treaty with China limiting the number of Chinese immigrants to 450 annually. Thousands arrive at present, despite the head tax of £100.

SHORT SERMON.

"Be it known therefore unto you, that this salvation of God is sent unto the Gentiles; they will receive it."—Acts 28—28.

Paul's world was completely agreed that the root of all the world's misery was in evil, or as Paul called it, sin. He said the trouble is not in the universe or fate or heaven; it is in me, in you, in us all. "I know that in me dwelleth no good thing." Get sin out of the hearts of men, there will not be much trouble with evil in the universe. That is only what we called evil, pain and so on, it is not sin, which is guilty. Paul's gospel was radical, clear, definite. Surely we can all see how true is that? Is it not the fact that all our troubles, problems, fightings, are due to man's selfishness, lust, disobedience to God? If all men and women were under the influence of Christ, the policeman would have nothing to do. And Paul preached the power of Jesus Christ to do just this thing. He lived and died to effect a personal change in us all.

The preaching of his death did seem foolishness to the Greeks at first; but the Roman world soon found that it simply meant that God has shouldered the burden of our sin. He has not left it on our shoulders; a wonderful grace. And that old world was unspcakably glad. God puts away sin; He does not wait till we perform the impossible task of freeing ourselves from it. It sent a wave of relief through that old world as it does still through the heart of anyone who knows what guilt is. "You cannot forgive yourself. The idea is absurd. God only can forgive." The world had settled down to pessimism; the most that the most hopeful expected was to restrain evil in the cultured classes; nobody ever dreamt of casting sin out of all classes. That was an idea absolutely foreign to the wisest in that old world. But it is the commonplace of Christianity. The problems of unbelief are the extremities of faith. Take that home with you. It will bide much thinking about, but it is true. Paul knew it and told this deputation. "The Gentiles will receive it," and they did.
And now after these twenty centuries, the message of Christ and His cross is still fresh and powerful as the breezes of spring. He can still "save to the uttermost." Substitutes for His grace come and go; old exploded theories are furnished up and given a new name, but they still fail to cleanse the heart and put away guilt as mere words and theories must fail; but Christ does not fail; he is real, present, the power of God unto salvation.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Monday July 14.
Reception—French Consular Residence—9.30 a.m. to 12.30 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.
Bardmann Opera Co. Theatre Royal, 9.15 p.m.
Gymkhana, Happy Valley.
Wednesday July 16.
Star Ferry Co. Ltd. extraordinary general meeting—12.30 p.m.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Greeks and Servians have joined hands near Ishtip.
Some anxiety is being felt as to the extent of Roumania's ambitions.

Count Hayashi, who negotiated the Anglo-Japanese Alliance, is dead.

Dr. Bros has formed a new Dutch Cabinet representing the entire left.

The Turkish Army has been ordered not to advance beyond the Enos-Midia line.

Roumania has declared war on Bulgaria and troops have crossed the Bulgarian frontier.

Wounded Bulgarian soldiers relate that the recent battles were indescribably terrible.

America and Canada meet in the Davis Cup final, the winner to play England (the holders).

The road to Sofia is practically open, and the immediate conclusion of an armistice is expected.

The complete debacle of Bulgaria is now incontrovertible; and the facts are recognised in Sofia.

The revised list of prize-winners in the Bisley Empire Day Cup Competition is given elsewhere.

Canada is to negotiate a Treaty with China limiting the number of Chinese immigrants to 450 annually.

Russia will accept the task of peacemaker provided there is no more haggling and that Bulgaria is more conciliatory to Greece and Servia.

In the House of Commons a man fired a toy pistol and shouted "Justice for Women!", while another showered pamphlets down on the House.

LOCAL.

The proceedings in the Sotto case are further reported to-day.

Messrs. Wright and Hornby's share report appears on Page 7.

New regulations defining port and sherry are given elsewhere.

An interesting letter regarding "What China Reads" appears on Page 5.

A sitting of the Bankruptcy Court was held to-day and is reported elsewhere.

"Hongkong Twenty-five Years Ago" appears to-day on Page 6 under the heading "1888."

A further instalment of the Tale of Two Travellers through Annam and Cambodia appears on Page 5.

A special article on Pages 6 and 5 deals with the new Ordinance respecting the registration and supervision of Hongkong schools.

Notices

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Hongkong, 1st Aug., 1912. [55]

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Notices

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The "Daily Mail" Chart of the Panama Canal 80 cents
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History of the Jews in China, by S. M. Perlmann \$1.60
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Daily Press.

Fanling Golf Course.

It was mentioned that the Club has spent, or is engaged in spending, \$70,000 on improvements in the locality, and also that the revenue derived by the railway from the use of the Golf Course at Fanling is estimated at \$10,000 per annum. The Government, therefore, feels that some encouragement should be given in the circumstances, and we think most men, whether they are addicted to golf or not, will endorse the Government's action. Golf has become an exceedingly popular pastime in the Colony among residents of both sexes, and there is very little doubt that when the ladies' course is provided, the railway revenue will show a considerable improvement over the already astonishing figure. Moreover, the money which the Golf Club have expended in laying out their eighteen-hole course on the 88 acres of waste land they have leased from the Government, and in the building of the commodious club-houses, tends to the enhancement of the value of the surrounding land, so that we imagine it is a matter of some importance to the Club to be able to obtain the land earmarked for a ladies' course while land values remain at their present figure in the locality. Since the acquisition of the golf course at Fanling the district has certainly begun to show many indications of development, not necessarily because it has become a centre of attraction for golfers, though this fact may not have been without influence upon the minds of others who have been attracted by the possibilities the district offers, whether for residential purposes or for agricultural development.

South China Morning Post.

The Sun Sets.

China has a reputation for doing unexpected things, but this time the expected has actually happened. Yuan Shih-kai has refused to continue the monthly payments of Tls. 30,000 to Dr. Sun Yat-sen for the furtherance of his railway projects. The object of this princely grant to Sun Yat-sen was never quite clear though some critics were kind enough to suggest that it was a case of "giving the devil rope to hang himself with." Sun Yat-sen has declared emphatically that he is out of politics for good; he has also declared that he is shortly leaving for England. In any event it is abundantly plain that his attitude has not done for the present regime, now striving for permanency, is concerned, and this is not to be wondered at considering the poor showing he has made since he assumed control of the so-called railway bureau.

China Mail.

Religion and Birth-rate.

Turning to the greater decrease among Protestants than among Catholics, the writer says that in Prussia from 1875 to 1900 the average number of children in a Catholic family was 5, in a Protestant contingent in that kingdom was 6.49 per cent of the entire population and the Catholic 38.6 per cent. In 1910 the ratio was 61.8 and 36.3 per cent. The percentage of Protestant children as compared with those born from Catholic parents has decreased from 54.4 to 38.6 in 1902 to 52.3; 40.4 in 1910. Still more eloquent are the following facts: In 1901 the Protestant school children in Prussia numbered 3,491,393; in 1908 it was 3,708,982; in 1911 it was 3,851,647; while the Catholic figures were 2,047,272, then 2,321,926, and then 2,587,014. In ten years the three and a half million Protestant school children of Germany increased 330,000, while the two million Catholic children had an increase of 510,000. The problem has also a serious religious side, and, in addition, a political phase which is remembered that the Polish families report the largest gains.

For a good solid meal a Carte or Table d'Hôte with Wines & Liqueurs of the Best ALEXANDRA CAFE.

SHORT STORY.

CHARLIE SNYDER.

THE CHARMED LIFE OF MISS AUSTIN.

By Samuel Merwin.

THE STORY OPENS.

Miss Edith Austin was in Peking during the revolution trouble. On the evening of February 23, when it appeared that Peking was to fall, she, with a crowd of refugees, made her way to the station only to miss the train. Then she met an American soldier who took possession of a motor car, helped her and her dog Wing into it, and set off for Tientsin.

Almost the first thing he told her, after they were seated, was that she "was a sport clear through." Her ears burned. She had known him just six minutes.

Later they got in the line of fire of a skirmish and a rifle ball hit the interrupter box of the magento. Their situation was serious. He blamed himself bitterly, but she would not allow him unduly to blame himself. He made love to her. Later they walked to a Chinese village.

THE STORY PROCEEDS.

Then she remembered that Charlie Snyder's ring was still on her finger. She wrenched it off—He was coming—he would have to pass her. It would hardly do for her to hand it to him—before all these people. She dropped it on the ground and looked at him. His eyes followed the movement. But, instead of picking it up, he kicked it contemptuously aside, strode by with stiff, military manner, and went on until she lost him in the shifting crowd. At the sight, a little—a very little—of the magic that had woven its web about her heart and senses not an hour earlier fluttered back. It was an act of bravado; but she liked him for it. It was a better ending than the other. She looked on the ground for the ring. But over the spot where it had lain was the firmly planted foot of a bland, moon-faced Chinese. She gave a little shrug. That, too, was better. And she turned her eyes to the train.

What she saw there made her pulse jump. At an open window not five yards away was the white face of her aunt, and behind it, peering over her shoulder, the rather fat, business-worn face of her uncle, Mr. Wilberly.

"For goodness' sake, Edith," cried Mrs. Wilberly. "Where have you been child?"

Miss Austin, as she nodded and smiled and then moved toward the steps at the end of the car found herself doing some rapid thinking. "How on earth shall I explain it to them?" she was saying to herself. "How much shall I tell? I've got to say something. People don't pop up in the middle of the night from nowhere—not so often—and not in the heart of China." But her wife were too confused to settle this problem. She found herself getting on the train and making her way to the compartment in which her aunt was reclining.

"How on earth—," began that lady again.

"I felt sure you were somewhere on the train," her uncle interrupted. "I tried to look through for you, but it was so crowded."

"Albert, you told me you had looked through," cried Mrs. Wilberly reproachfully.

"Well, my dear, I did. I went everywhere it was humanly possible to go. It's clear enough now that she was on the train, isn't it?"

And the uncle added, with assumed cheerfulness: "It's a lucky thing you stepped out here, Edith, and we happened to see you. Your aunt and I have worried about you."

Miss Austin smiled and said nothing.

A little later, a fellow passenger stopped at the door of the compartment to inform them that the track was repaired and the line reported clear to Tientsin. The locomotive whistled, and there was the sound of men clambering to the roof of the car and moving about up there, as the Chinese passengers and the military escort prepared to continue the journey at that precarious altitude.

On the following evening, Miss Austin, in a pale yellow evening gown, with a flat gold ribbon bound round her fluffy hair, met her aunt in the hall of the Astor House at Tientsin and went in with her to dinner.

"The same old thing," she said pleasantly, running her eye down the long card. "It looks like a real French dinner. But it isn't. Do you know, aunt, that's one reason why I shall be glad to get out of China—just to eat a real meal, where there isn't always something the matter with the green vegetables and the butter doesn't come in a can from Australia and the milk in a can from home. Oh, by the way, where's uncle?"

"I meant to tell you," replied Mrs. Wilberly, "he's invited company to dine with us. Did you ever hear of Charlie Snyder, of Middleton?"

Edith sat perfectly still; but her slim body had become suddenly rigid, and her fingers pressed so tightly against the menu-card in her hands, that the tips, usually a healthy pink, went white. She could not speak, so she nodded.

"Well, it's a queer romantic story. He enlisted, you know in the Marines. His father has just had Senator Mangelburg arrange with the department to get him out. Your uncle says it has done him a world of good—quite made a man of him."

Edith's eyes were fixed on the pedestal of the flower vase that stood in the centre of the table. Her head was swimming. She heard steps behind her, and Mr. Wilberly's voice. She saw her aunt smiling and preparing to rise, and knew that she must rise also. She did rise. She stood motionless for a time fighting down the confused tumult in her mind. Then she turned.

There stood her stout uncle. And beside him was a tall, broad shouldered young man of twenty-four or twenty-five, with straight black hair, heavy eyebrows, black eyes and with a noticeably long "strong chin." She felt that she was turning pale, and steadied herself by resting her knuckles of the one clenched hand on the table.

Then they sat down. Fortunately for Edith, who could not possibly have framed a five word sentence, the real Charlie Snyder was fully as talkative as his bold counterfeit had been. And Mr. Wilberly was plying him with questions about his extraordinary experiences as a private in the Marines.

"It's been rather hard luck," said the young man—this was later over the Parisian coffee and the Manila cigars—"that they let me out when they did last week. I'd liked to have stayed in for the revolution. But once the orders came to hand in my discharge, I had to go. He turned to Edith. "You might think it a rough life, Miss Austin, but it's astonishingly interesting. There are all kinds of men in the service you know. And it does one good to rub up against them. You'd be astonished to know how much one really learns about life, just being close the boys."

(Continued on page 13).

Prepaid Advertisements

ONE CENT PER WORD.
FOR EACH INSERTION.

TO LET.

MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms.

No. 21, SHELLY STREET. No. 59 The Peak, 6 "CAMERON VILLAS," Mount Kellet. To let or for sale. GLEN-SHIEL, Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

CRAIG RYRIE, No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns. To let, furnished "KIRKEN-DOA" No. 113 The Peak, till 30th September. Immediate possession.

One Godown, Duddell Street. FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1134.

FOR SALE.—"LADBROKE." No. 9 Conduit Road. Fine view of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants. Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building Hongkong, 27th June, 1913. [211]

TO LET.—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTED & DAVIS, Hongkong, 9th June, 1913. [345]

TO LET.—Godown 153, Praya East. 29, WONGNEICHONG ROAD. Ranfury, No. 11 Conduit Road. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.

TO LET.—AT KOWLOON. NEW MODERN 3 ROOM-ED FLATS with Two Bathrooms. Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession. Also NEW FIVE ROOMED TERRACE HOUSES WITH TENNIS COURTS. Now ready for occupation. Apply to: HUMPHREYS ESTATE & FINANCE Co. Ltd. Alexandra Buildings. Hongkong, 22nd May, 1913. [387]

TO LET.—Furnished or Unfurnished, 3 rooms with use of Kitchen; highest level; good view.—"Reasonable." "Hongkong Telegraph."

TO LET, unfurnished, "Edgehill," No. 64 The Peak. A five-roomed bungalow. Apply to A. Raymond, c/o S. J. DAVID & Co. Hongkong, 28th June 1913. [377]

FOR SALE.

FOR SALE.—Auxetophone, by the Gramophone Company, Limited, complete with 100 records, of which 70 are practically new. This gramophone works by an electric motor. It was bought in May, 1911, and is in good condition. Originally cost £100.—Apply to Adjutant 126th Baluchistan Infantry, Kowloon.

A TALKING CINEMA.

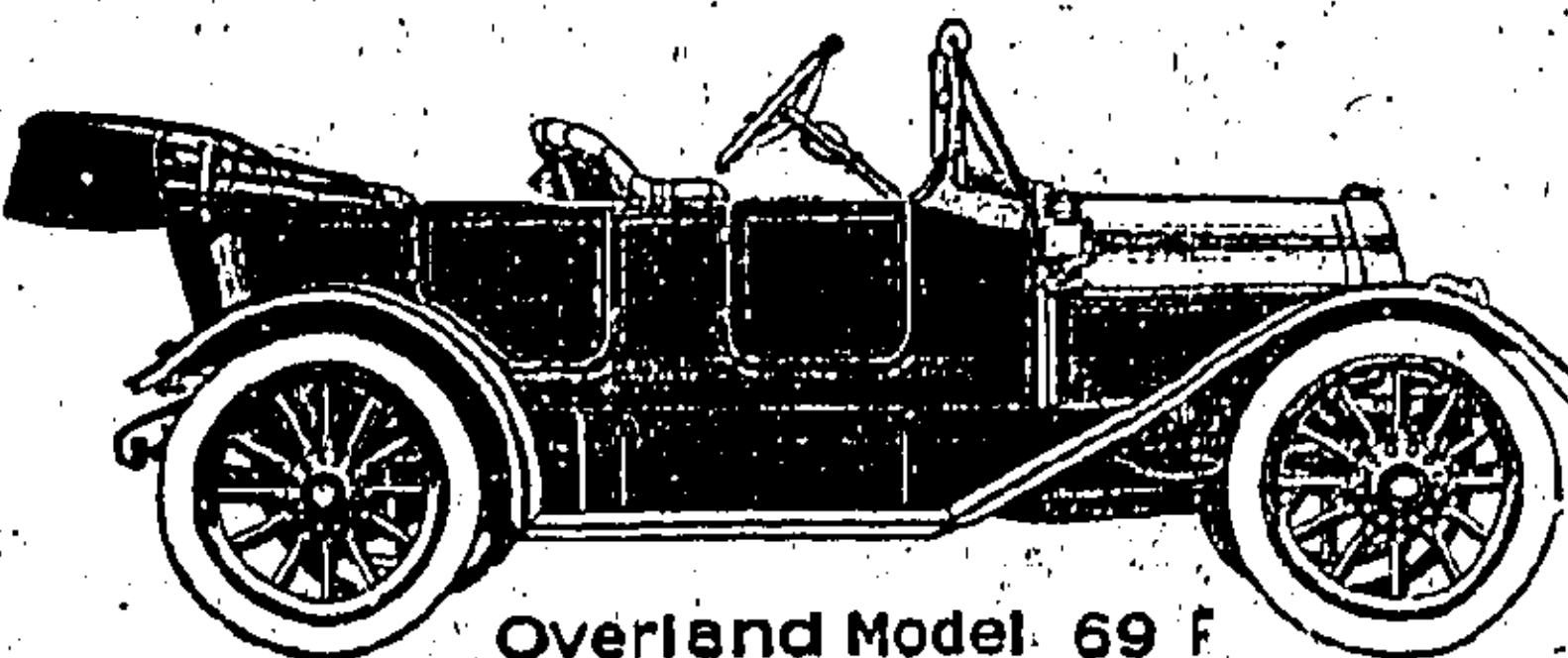
Perfect Invention at Last.

A new machine has been invented which not only takes and produces animated photographs, but records photographs of the sounds and reproduces them in union with the pictures.

So far there has been great difficulty, when using the gramophone or photograph and cinematograph together, in getting the actions illustrated on the screen and the voices of the singers or actors to synchronize; but with the new invention this difficulty is entirely overcome, and sounds are produced by new process which entirely does away with the mechanical methods employed hitherto, so that sounds are claimed to be natural and free from the hissing and scratching associated with the needle or style or mechanical reproducers.

The voice is made to act on a sensitive electric contrivance which regulates the light falling upon a moving strip of film passing through the camera at the side of the film on which the pictures are taken. Two photographic records are thus obtained, one of the animated pictures, the other of the sounds. In the reproducing machine the photographic band of sound records is used to regulate the strength of a beam of light falling upon a highly sensitive photo-electric element, and this regulates the sounds set up in a powerful telephone which is connected with a large trumpet. The sounds are produced entirely by means of this ingenious combination of photography and electricity, and are pure and natural, and the voice is reproduced at the actual instant shown in the cinematograph pictures.

Typhoid Serum Discovery. The Paris "Matin" states that Professor Vincent has discovered a serum and vaccine which, it is claimed, will effectually ward off typhoid fever, and in cases where the patient has already contracted the disease will effect a cure.

Overland Model 69 F
10 OVERLANDS WILL ARRIVE SHORTLY.
Sole Agents,
DRAGON CYCLE DEPOT.
(Prospective Buyers can try this Car free of charge.)IN GREAT DEMAND
CHANSON & CO., LTD'S.PRICKLY HEAT LOTION
An infallible remedy for this distressing complaint.
PRICE 75 Cents per bottle.PRICKLY HEAT POWDER
An ideal dusting powder for Prickly Heat, Sunburn etc. Quickly removes the odour due to excessive perspiration.
PRICE 60 Cents per box.MOSQUITO LOTION
Speedily stops the irritation caused by Mosquito bites, Jelly Bugs etc., etc.
No Bathing Party complete without a supply.
PRICE 75 Cents per bottle.QUEEN'S DISPENSARY,
CHANSON & CO., LTD.

Tel. 492 21, QUEEN'S ROAD CENTRAL.

Aids Digestion—Prevents Indigestion.

O.T.

O.T. is a true digestive, and really does what liquors are supposed to do, namely, Aid Digestion. It is the only liqueur in the world without alcohol, and thus is most suitable for ladies and those

averse to spirituous drinks. As a preventive and remedy for Indigestion, O.T. is favourably known to thousands of people in all countries.

A Stimulant as Satisfactory as Alcohol

A Liqueur—Stomachic—Pick-me-up.

Made from natural fruits and herbs O.T. is a pure and healthful beverage, and only favourable effects follow its use. After over-indulgence there's no better "pick-me-up." As a tonic when you feel "out-of-sorts," there's nothing better to make you fit and well again.

O.T. is a true digestive, and therefore good as a

mealtime drink, as an after-dinner liqueur, and as a remedy for indigestion, flatulence and "full feeling" after meals.

As a stomachic, it has wonderful virtues for colic, dysentery, and other stomach troubles. No drink is more suitable than O.T. for both abstemious and non-abstemious; none is more healthful for young and old.



British Analytical Control

Paris Exhibition, 1909

Empire Exhibition, London, 1911

The More you Drink O.T. the Better you like it!

O.T. wins favour with all who try it. Its distinctive character, its refreshing and exhilarating qualities, its satisfying body and "bite" appeal to you—its taste grows on you, and you soon realise that each glass adds to your liking and appreciation.

O.T. Mixes Deliciously with

Lemonade, Soda, Mineral Waters, etc.

Whisky, Gin, Brandy, Wines—

Gives full body, fine flavour, stimulates, refreshes, lessens filling and satiating effects of aerated drinks.

Improves flavour, intensifies the good qualities, and lessens alcoholic effects.

Ale, Beer, Stout—gives fine nip, takes off heaviness and filling effect.

Water (Hot or Cold)—gives a "bite" and a delicious flavour that completely satisfy.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA—
GARNER, QUELCH & CO.

Notices

GOOD GLASSES
PROPERLY FITTED

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends.

Personal attention is given to the examination and the fitting of lenses that will relieve all trouble. The only charge is for the glasses.

N. LAZARUS,
Ophthalmic Optician
1A, D'Aguilar Street.Note:
The Only European
Optician in D'Aguilar St.**CASSUM AHMED, DRAPER.**32/4, WELLINGTON STREET.
48, NATHAN ROAD, KOWLOON.

THE FAIR FARM.

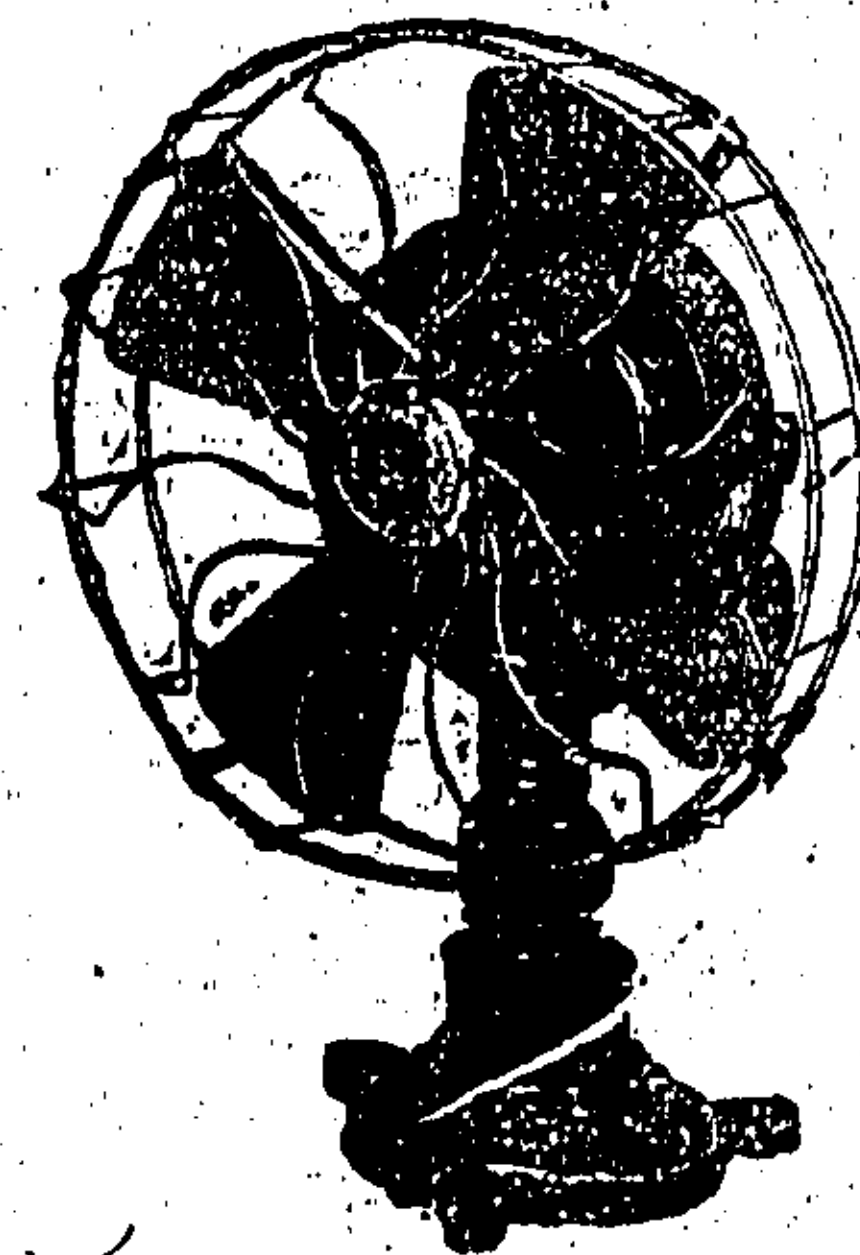
Is Located in The Healthiest District of Kowloon, and Supplies us daily with the choicest VEGETABLES, EGGS, and POULTRY.

The Farm is under EUROPEAN SUPERVISION and every attention is paid to the PROPER GROWING OF VEGETABLES, and the Poultry of EUROPEAN STOCK. Try Our Delicious

CRISP SALADS!
Grand Hotel, Queen's Road.

Notices

PHEW! IT IS HOT.

WHY SWELTER IN THE HEAT?
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KEEP COOL

THE GENERAL ELECTRIC CO. OF CHINA, LIMITED.HEAD OFFICE.—18, Des Voeux Road, Hongkong
7, Jinfco Road, Shanghai.
Telegrams—"Sparkless."

FILIPINO BARBER SHOP.

THE BEST IN THE COLONY!
Come to us for AMERICAN Electric Massage!
TRY OUR NEW SHAMPOOING AND HAIR DRESSING
31, Des Voeux Road.

TO LET.

Four Rooms centrally situated:
suitable for offices: 1st floor 25
Des Voeux Road, Central.

Apply to

FRENCH STORE,

25, DES VOEUX ROAD, CENTRAL.

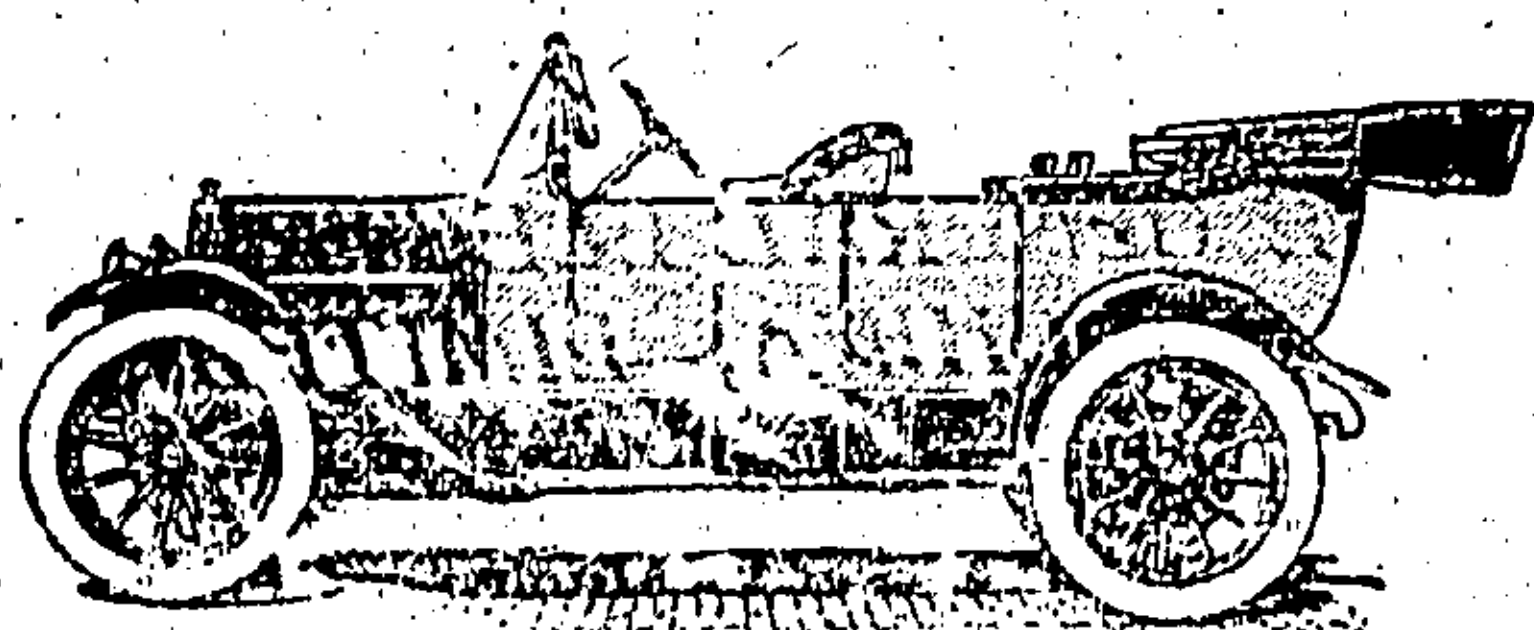
Notices.

MILK



TALKING PICTURES.

Cable Address: KINETOPHON.



SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton



MASPERO
PRIMA
FARMACIA
CAIRO
CAIRO, EGYPT

In each tin of "FELUCCA" Egyptian Cigarettes there is now being packed a very useful Leather Pocket Case.

FRESH STOCKS JUST ARRIVED

ARTHUR NILSSON & CO.
YORK BUILDING
GENERAL AGENTS.

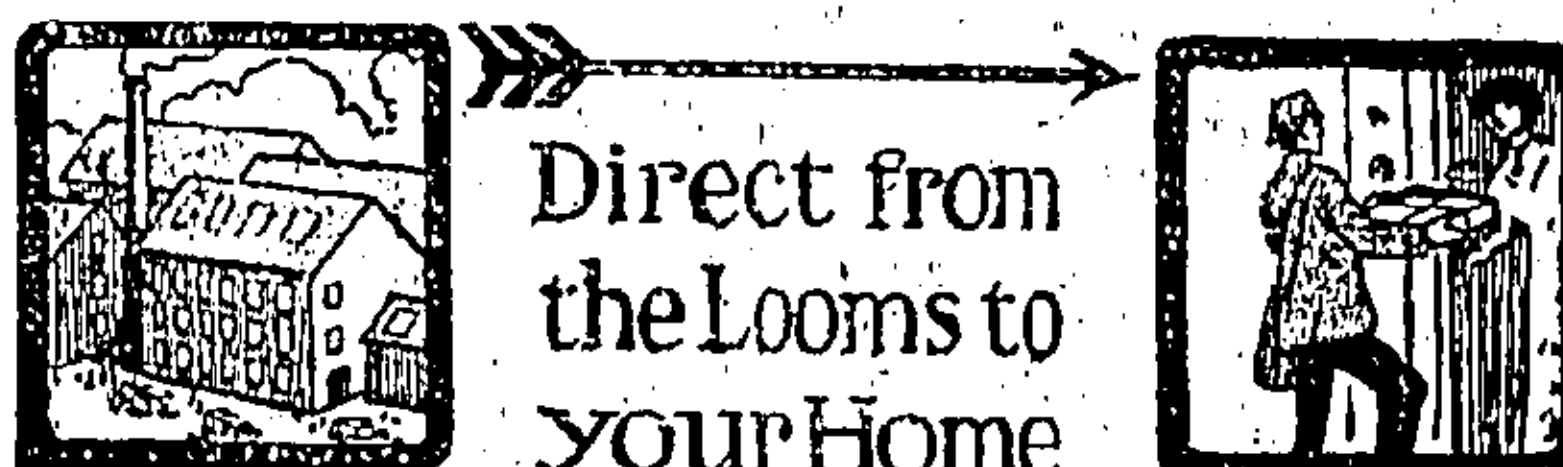
THE EASTERN BAZAAR.
(W. ASSOUMAL & CO),
LATE OF 10 D'AGUILAR STREET, HAVE NOW REMOVED TO
MORE COMMODIOUS PREMISES SITUATE AT No. 35,
QUEEN'S ROAD CENTRAL. ADDITION TO OUR
SILKS WE HAVE OPENED UP AN ELYNTIR
NEW LINE IN VARIOUS KINDS OF
JEWELLERY.

JUST ARRIVED.

Large Consignment Post Turkish Cigarettes.

In Tins of 100, 50 and 20.

Cork Tipped, Gold Tipped and Plain.
TURCO-EGYPTIAN
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CONSULT our Catalogue, full of new ideas, showing in Pictures, how to drape ordinary or modern windows. All kinds of CURTAINS, CURTAIN MATERIALS, MADRAS MITTENS, CARMUST CURTAINS, at 1, rue Friedl. Also HOUSEHOLD LINEN, LADIES' and GENTS' UNDERWEAR, HATS and SHOES, COSTUMES, GENTS' CLOTHING and FURNITURE.

Peach's

LARGE FREE
CATALOGUE OF
CURTAINS

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MILK STERILISED.

This Milk once opened, keeps longer than ordinary Milk and can be used for any purpose for which ordinary Cows' Milk is generally used.

SOLE AGENTS.

F. BLACKHEAD & CO.,

Tel. 66. ST. GEORGE'S BUILDING.

An Active old Lady.
There died at Burcholore, near Newbury, last month, in her 103rd year, Mrs. Bacon, widow of the Rev. John Bacon. She had only been ill two days, and was out for a motor-car ride so recently as Tuesday the previous week, whilst almost daily she used to drive out in her little donkey chaise to pay visits to her friends. She retained her faculties to the last, reading books and newspapers and writing letters without glasses. A prized possession of Mrs Bacon was a letter sent by the King on her 100th birthday.

Kaiser Remembers Waterloo.
A Reuter's telegram from Potsdam states that a wreath was presented to the 1st Royal Dragoon on the occasion of the anniversary of the battle of Waterloo on behalf of the Emperor William, who is Colonel-in-Chief of the regiment.

HIS BRITANIC MAJESTY'S SHIPS. ON THE CHINA STATION.

Name	Class	Tons	Guns	H.P.	Commander	Reported at
Abercromby	Despatch-boat	1,700	12	2,000	Comdr. A. Coochran	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. D. E. Pritchard	Yangtze
Brynmart	Gunboat	710	2	900	Lt.-Com. W. J. Darwell	Hongkong
Cajanus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdt. Mackenzie, D.S.O.	Poang
Fame	Torpedo-boat destroyer	380	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Weihaiwei
Hamphshire	1st class cruiser	10,350	10	20,500	Capt. M. R. Hill	Weihaiwei
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt O.S.I.	Weihaiwei
Kinsha	River gunboat	618	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. C. O. Pasco	Labuan
Minotaur*	1st class cruiser	14,800	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Barttelot	Weihaiwei
Mooreen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. R. W. Wilkinson	Hongkong
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku*	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,650	6	—	Comdr. R. H. Anstruther C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-O. Hon. Gray Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-O. H. R. N. Cottrell Dormer	Yangtze
Usk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo-boat destroyer	360	6	5,000	Lt. Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
	C. 30,	—	—	—	Lt.-Com. McGilwie	Hongkong
	C. 37,	—	—	—	Lt.-Com. J. G. James	Hongkong
	C. 38,	—	—	—	Lt.-Com. Pope	Hongkong
	T. B. 035,	—	—	—	Lt.-Com. Handley	West River
	T. B. 036,	—	—	—	Lt.-Com. Suleman	Hongkong
	T. B. 037,	—	—	—	Lt.-Com. Nicol	Hongkong
	T. B. 038,	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerrard. K.C.B. C.V.O. C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz Joseph I		Armoured cruiser	4,000	45	8,000	Capt. Hauta	Shanghai
French.							
Duploix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos		Shanghai
Kiebler	Armoured cruiser	9,700	12	10,000	Capt. Gourts		Hongkong
Uscideo	Gunboat	645	10	1,000	Lieut. Vandier		Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet		Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier		Canton
Peiho	Gunboat	130	—	—	Lieut. Collin		Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Dutemps		Tohong-kin
** Flagship of Rear-Admiral Colloche de Kerillis, Commander-in-Chief, the French China Station							
Lynx	Submarine	—	—	—	Lieut. Balaix		Saigon
Protee	Submarine	—	—	—	—		Saigon
Styr *	Armoured gunboat	1,768	10	1,700	Lieut. Guillaume-Louis		Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillas		Saigon
Alberville	Destroyer	—	—	—	Capt. de Frigate Rouisen		Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac		Saigon
Mousquet	Destroyer	307	6	300	—		Saigon
Manche	Surveying-ship	1,625	10	2,000	Com. Voisin		Saigon
* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.							
German.							
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller		Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Bruninghaus		Tsingtau
Itzehoe	Gunboat	900	12	1,300	Comdr. v. Gohren		Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring		Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun		Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen		Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger		Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie		Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Bosing		Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner		Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. v. Maubengo		Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Booker		Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moeller		Canton
Waterland	River gunboat	223	4	500	Obt. z. S. Dressler		Yangtze

UNITED STATES VESSELS ATTACHED TO ASITAIC STATION.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	"	—	—	—	Ensign W. H. Pastley	"
A-6	"	—	—	—	Ensign H. L. Rabal Daffer	"
A-7	"	—	—	—	Ensign C. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. N. Keller	"
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign Woodson	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. T. Berry	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Ensign F. Cogswell	"
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Com. W. C. Cole	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. W. C. Cole	"
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Com. O. W. Cole	Cavite
Quiros	Gunboat	350	2	208	Ensign O. St. A. Boisford	Shanghai
Rainbow	Cruiser	4,860	14	1,800	Lt. Com. D. W. Wurtsbaugh	Swatow
Samar	Gunboat	243	8	250	Lieut. G. C. Diehman	Shanghai
Saratoga**	Cruiser	8,115	14	17,401	Commander H. A. Wiley	Shanghai
Villalobos	Gunboat	370	9	208	Lieut. E. Durr	Shanghai
Wilmington	Gunboat	1,302	8	1,804	Commander J. F. Hubbard	Hongkong
Wompatuck	Tug	462	—	650	Chief Boatswain B. O. Halliwell	Olongapo

** U.S.S. Saratoga Flagship Bear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporarily.

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-BOWLANDS
Secretary, Sanitary Board.

A. S. WATSON & Co., Ltd.

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Very old liqueur Scotch Whisky.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

WATSON'S E BRANDY.

Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. The finest liqueur BRANDY on the market.

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Daily issue—\$36 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

DEATH.

GILL.—On the 11th instant, Eileen Kerneth, the infant daughter of Mr. and Mrs. F. J. Gill.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 12, 1913.

BRITAIN AND AVIATION.

It has long since been recognised that the advent of the aeroplane has very seriously disturbed orthodox calculations regarding the defence of those Powers who have hitherto placed their reliance mainly on strong naval forces. More than one nation has concentrated all efforts on aiming at the command of the sea, and now a new factor has arisen which threatens to transfer the centre of supremacy from the sea to the air. The recent remarkable progress made in aviation only serves to emphasise the seriousness of the new turn in defence affairs, and it is but natural that Britain—at present the supreme maritime Power—should give weighty consideration to the new problem which she, in common with other nations, has to face.

This question of aerial defence has, happily, been most vigorously taken up at Home, and there are to-day many agencies impressing upon the authorities the needs of the moment. It is good that this is so, though anything in the nature of the raising of "scare" is much to be deprecated. There have not been wanting speakers and writers, who have given it out broadcast that Britain has already lost its power to defend, in consequence of an alleged failure to meet present-day requirements in the matter of the provision of aeroplanes. This, however, would appear to be a distinct over-statement of the facts of the case; the most that can be advanced against the Government is that it started a little late in the race; progress, and very gratifying progress too, is being made to-day. The Secretary of State for War recently made public some decidedly interesting and illuminating facts on this question; facts which should go far to allay public apprehensions. He stated that a little more than a year ago, we had practically no aeroplanes, very few pilots, no Flying School, no skilled mechanics and no organisation. Moreover, practically every country, excepting France, was in a like position at that time; all were waiting one for the other. To-day we have over 120 aeroplanes, 140 pilots of whom 83 are first-class and have passed a more exacting test than the French or the Royal Aero Club test; a first-class Flying School is passing through pilots at the rate of 60 or 70 a year for the military wing alone, and a very large staff of trained aeroplane mechanics. What is more, the Secretary of War declares that all our aeroplanes are remarkably efficient.

It is certainly cheering to read a statement of this kind after encountering speeches and articles declaring that we are being easily left in the race for aerial supremacy. Our position, we are assured, compares not at all unfavourably with that of other countries; we are certainly amongst the first three Powers, and probably one of the first two so far as the provision of skilled pilots, proper machines and organisation for training are concerned. Britain quite evidently realises the gravity of the situation; and recent reports all go to show that there is a deal of quiet, steady development going on at Home in the new arm of defence.

"Americanisms"

The "Daily Mail" is an excellent tabloid paper, and, for those who can swallow its journalism, it is a good halfpenny-worth; but, when it lays itself out to be "literary", it is too terrible; as witness its amazingly laudatory reviews, some years since, of works by people like Mr. Hall Caine and Miss Corelli, its calm patronage of Kipling and Sir Gilbert Parker, and its generous admission that the late George Douglas "would do good work some day." In a copy of this learned periodical which we received from Home recently, we find an article headed "Yankee Slang Increasing" (N.B.—The self-evident is always a fruitful subject on which to fall back). We don't quarrel with the article, though probably most of us were already aware that England and the Colonies have accepted "boost" and "stunt" and their like most joyfully. But we do object to that good old Norman-French word "chores"—a word that is found half a dozen times in Mediaeval English literature—being written off as "Yankee." The "Daily Mail" will be telling us next that the word's relatives—"charwoman" and "journeyman"—are "American."

Another Street Danger.

When the police have nothing else on hand, they might cast an eye along Caine Road in the early morning and late afternoon and see what they think of the pony-riding that takes place along that thoroughfare. It is by no means uncommon to find native youths—sometimes mafiosos and sometimes Chinese of the richer class—careering along on their ponies at a rate that constitutes a serious danger both to foot-passengers and to persons riding in chairs. Yesterday afternoon, as the children were leaving the Convent school, a pony was galloped along that part of the road at the rate of, at the very least, fourteen miles an hour (the legal speed limit being seven miles an hour). Had the offender been a European motorist, we should probably have heard of his subsequent appearance at the police-court; but we sometimes think that in Hongkong there is one law for the native and another for the white man. Custom v. Law.

A Chinese was fined \$25 yesterday by Mr. Hazeland for beating drums and gongs after 11 p.m.; and nothing at all for setting the law at defiance! The inspector in charge of the case said that the defendant, when cautioned, remarked that "he did not care for the police, as he would be fined only a small amount," while a constable further swore to the man's having said, "I don't care about the law; it is a Chinese custom and it must be carried out." Even in long-suffering, pious, Exeter-Hall-ridden London the man who dared to say "I shall get off with a fine" might easily reckon on a month's imprisonment without the option of that fine. We understand that this high-souled individual, to whom English law is such a huge joke, is comfortably off in the matter of money. If this is so, a mere twenty-five dollar fine will probably not cause him to lose a great deal of sleep. But meanwhile, what about the example he is setting to the poorer and more ignorant class of Chinese?

Religion and Advertising.

We mentioned in our General News column yesterday that the American Quakers have entered a protest against the use of the word "Quaker" as a trade-mark or advertising term. We must say that our sympathies are very much with the protesters. There is no more unaggressive religious body in the world than these simple followers of Fox and Penn; but, even though they make little parade of their faith, it may be—and probably is—just as much a reality to them as the Salvationist's is to him. Then why should a gratuitous insult, such as "Quaker Whisky" be allowed to pass unchecked? But this is simply the way of the world; the patient and the much-enduring have to put up usually with insults that the more truculent escape together. We really see no reason why the name of Quaker should be thus travestied, particularly in face of the fact that those who bear that name have, for more than three centuries, vigorously opposed publicity for themselves. Why not give some other test a turn?

DAY BY DAY

"Religion is the best armour that a man can have, but it is the worst cloak."—Bunyan.

The Mails.

Siberian Mail.—Arrived per s.s. Mexico Maru this afternoon.

Australian Mail.—Closes per s.s. Coblenz at 6 p.m. to-day.

American and Siberian Mails.—Despatched per s.s. Shinyo Maru at noon to-day.

Siberian Mail.—Closes per s.s. Chenun at 5 p.m. to-day.

French Mail.—Due per s.s. Amazon to-morrow.

Siberian Mail.—Closes per s.s. Amazon at 9 a.m. to-morrow.

Plague.

There was one case of plague notified yesterday, bringing the year's total to 202.

Sale Cancelled.

The sale of Tai-po Inland Lot No. 7, with bungalow, to have taken place on Monday, is cancelled.

Gamblers.

Five Chinese were fined \$2 each by Mr. Hazeland at the Police Court, this morning, for gambling in Tom Lane.

New Constables.

The Hongkong Police Force has received two more recruits from Home—Kenneth Walter Andrew, and Arthur John C. Taylor.

Silk Delivery.

The cargo of raw silk shipped on board the s.s. "Magellan" which left this port on the 3rd June 1913, was delivered at Lyon on the 3rd July.

Seal Fisheries.

The Government Gazette contains the texts of despatches from the Secretary of States regarding the "North Pacific and other seal fisheries."

Jumped from Window.

A man who jumped from a window at No. 12, Tit Hong Lane, during a raid on the premises by the police, has been sent to the hospital.

Land Sale.

Inland Lot No. 2028, between Pound and Pak On Lanes, Tai-pingshan, is to be sold by auction at the P.W.D. offices on the 28th inst. The lot is 7,068 square feet, and the upset price is \$21,204.

New Schedule.

We are advised that the s.s. Borneo will in future call regularly at the ports of Jesselton and Kudat on her way down to Sandakan, as well as on her way back to Hongkong.

No Proof.

A Chinese was arrested at Stone Nullah Lane, yesterday while alleged to be delivering lottery tickets. At the Police Court, this morning, he was brought before Mr. Hazeland and after hearing the evidence His Worship discharged him.

June Weather.

Hongkong Observatory returns show that the average mean temperature during June was 81.2; the highest point reached was 88.2 on the 2nd, and the lowest 70.6 on the 8th. The average humidity was 83. There were 181.5 hours of sunshine, and 16.035 inches of rain.

New Regulation.

A new regulation made under the Merchant Shipping Ordinance, dealing with the scale of charges for storage of gunpowder and safety cartridges in Government depots says:—Cases or boxes of percussion caps to be charged six cents for twenty-five pounds weight a month or fraction of a month.

Preventing Flower Stealing.

An additional condition has been made to those imposed on licensed hawkers. This prescribes that no licensee shall hawk, or have in his possession with a view to hawk, any of following flowers or plants, or any flower or plant the hawking of which shall be hereafter prohibited:—Cypripedium purpuratum, all azaleas, Enkianthus quinqueflorus, Ilex chinensis, Lilium brownii, Litsea citrata, Bauhinia blakeana, Manglietia fordiana, and Pavetta indica.

1888

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the Week Ending July 12, 1888.

Fatal Fire.

On July 6, 1888, a big fire took place in a block of buildings near the Government Civil Hospital, Queen's Road West. Three lives were lost.

An Interesting Wire.

The "Telegraph" of July 12 contains a telegram from Europe stating that "the French Police have received a letter from the Count de Paris, addressed to the mayors, urging them to exert themselves for the restoration of the monarchy."

In Quarantine.

July 10.—The s.s. Zafiro is undergoing a ten days' quarantine in Manila.

The Hot Weather.

July 10.—"The hot weather we are now experiencing is trying alike to our angelic tempers and to our physical endurance. What the temperature was on the Praya this morning we do not know to a point, but one of our Celestial cousins, aged 20, found it too warm to wear his nether garments, and was in the act of enjoying the grateful breezes wafted in direct from the sea, attired in his birthday suit, when an Indian policeman took him in charge for making him blush." The Panjabi said he had watched the indecent young man for about half an hour, and then concluded to run him in. In answer to Mr. Sercombe-Smith, defendant said the wind was so strong that it blew his pants away. He was ordered to lay a dollar on the shrine of outraged decency.

The Reclamation Scheme.

The following is from a letter from the Hon. Mr. Paul Chater to the Colonial Secretary, and appears in the "Telegraph" of July 11.

"I cannot imagine that there will be any difficulty in obtaining the cordial assent of the Secretary of State to the agreement come to between His Excellency's Government and the marine lot holders; I see no engineering difficulties, in fact no question to be submitted to marine engineers at all. The work proposed to be done is neither new to the Colony nor difficult. The Reclamation at West Point, opposite the Slaughter House and Marine Lots Nos. 128, 177 and 182, was successfully carried out some two years ago, in much deeper water than any portion of the new Praya Wall extends to, and where there were much stronger currents.

"The Godown Company's reclamation on the Praya West and the Government reclamation for the Western Market in front of the Sailors' Home, are being carried out to the line of the proposed new sea wall, and in water deeper, with one exception, than along any section of the proposed works. Our engineering knowledge and experience in the Colony is fully equal to pronouncing a judgment in the work proposed.

"On the legal question, not being a lawyer I cannot express myself so confidently; but His Excellency will find, on investigation, that all previous reclamations have been carried out under agreements with the marine lot holders, and none of them on terms so advantageous to the Crown as this; and I beg to hand you, for His Excellency's consideration, Mr. Francis' opinion on the subject. You will see that, while recognising to the fullest extent the rights claimed by His Excellency for the Crown in the fore-shore and in reclaimed land, he questions the right of the Crown to make reclamation without the consent of the marine lot holders, to whom, when it is granted a lease of a marine lot, it is granted certain rights of access to the sea which it cannot, without their consent, take away."

Left for England.

July 12.—The Hon. Mr. O. P. Chater was a passenger going by the O. and O. steamship Arabia for England, via San Francisco and New York.

1888

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for July 12, 1888. These quotations will appear every week, and comparison of quotations then obtaining with those of to-day should prove of much interest.

Hongkong and Shanghai Bank.—182 per cent. premium, buyers.

Union Insurance Society of Canton.—\$87.12 per share, sellers.

China Traders' Insurance Company.—\$72 per share, sellers.

North China Insurance.—Tls. 285 per share, buyers.

Canton Insurance Company, Ltd.—\$75 per share, buyers.

Yangtze Insurance Association.—Tls. 100 per share, sellers.

Chinese Insurance Company.—\$185 per share, buyers.

Hongkong Fire Insurance Company.—\$342.12 per share, buyers.

China Fire Insurance Company.—\$76 per share, buyers.

Hongkong and Whampoa Dock Company.—38 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company.—\$222 per share, buyers.

China and Manila Steamship Company.—\$70 per share, buyers.

Hongkong Gas Company.—\$135 per share.

Hongkong Hotel Company.—\$175 per share, sellers.

Indo-China S.N. Company.—12 per cent. dis., sellers.

Douglas Steamship Company.—\$57 per share, sellers.

China Sugar Refining Company, Ltd.—\$190 per share, sellers.

Luzon Sugar Refining Company, Ltd.—\$60 per share, sellers.

Hongkong Ice Company.—\$80 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$90 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company.—67 per cent. premium, buyers.

SANITARY BOARD.

The orders of the day for Tuesday's meeting of the Sanitary Board include:—

Letter from Government relative to the erection of 4 water closets and 6 urinals at Double Wharf, Kowloon.

Mr. F. B. L. Bowley, pursuant to notice, will move:—

"That the Board requests the Governor-in-Council in the event of an appeal from the Board under section 285 of the Public Health and Buildings Ordinance, before hearing the appeal, to communicate the grounds of such appeal to the Board for consideration and report."

Minute by the President of the Sanitary Board relative to the New Market at Reclamation Street Yaumati and the Old Yaumati Market.

Application for a modification of the requirements of Section 153 of the Public Health and Buildings Ordinance, 1903-1911, in respect of Nos. 1 to 11 and 2 to 10 Lok Hing Lane.

Application for permission to erect 9 water closets at St. Stephen's College, Bonham Road, Inland Lot No. 694.

Application for permission to erect one water closet at Golf Club House, Inland Lot No. 1374.

Harbour Offences.

At the Marine Magistrate's Court this morning, before Commander Basil Taylor, R.N., Leung Kan, a licensed cargo boat owner, was fined \$5 for depositing rubbish in the harbour. For unlawfully mooring their boats within 100 yards of low water mark in a prohibited place and during prohibited hours, two men were fined \$7.50 each, a third \$4, and a woman \$10.—Three boatmen and a boatwoman were charged with making fast to the s.s. Seang Bee while she was under way in the waters of the Harbour. The men each fined \$15.

HONGKONG SCHOOLS.

The New Ordinance.

For many months past, the "Telegraph" has sought to interest its readers in the unsatisfactory condition of education in this Colony; and that its efforts have not been entirely in vain is evidenced by the framing of a Bill which the Hon. the Attorney General introduced into the Legislative Council on Thursday afternoon.

This Bill is entitled "An Ordinance to provide for the registration and supervision of certain schools;" and those who read carefully through the main provisions of it, will see that it contains promise of good things for the Hongkong educational world, even though it may seem only to touch the hem of the matter.

A Good Preliminary.

In reality, unless we are greatly mistaken, it is but the preliminary to a complete overhauling and re-establishment of the entire school system of the Colony. We do not pretend to be able to examine the Bill with a technical eye; all that we claim to do—and to have done throughout—is to present the problem of education as it appeals to the parent who has his child's intellectual welfare at heart, and to the rate payer who has every right to know how his money is being spent.

Section 3 of the Bill states that the Ordinance does not apply to Government or Military Schools, "or to such others as the Governor-in-Council may direct;" a provision which confirms us in the belief that the Bill is but a preliminary; since we have made it tolerably clear, in the past, that the Government schools themselves are far from perfect and are very decidedly in need of as much supervision from properly qualified examiners as they can get.

Secondary Education.

As we have said many times, we are by no means in favour of the Government's providing secondary education at all, unless it can be proved that by no other means can it be supplied. All that we have ever asked is that the Government, as treasurer to the rate-payers, should see that a sound elementary education is at the disposal of every boy and girl, of no matter what nationality, whose parents are unable to meet the higher fees of a secondary school. At present those in control of the Government schools seem hazy as to whether they are imparting primary or secondary education; and boys who cannot pronounce or understand English correctly, or work out a simple arithmetical calculation, are being taught "literature," algebra, physics and chemistry; boys, too, who, in most cases, are never likely to be called upon, in after life, to do more than write a grammatical letter and add up a column of figures! We are well aware that it is the custom in Scotland, and in many other countries, for the State to supply higher education; but until this is the universal practice in England, Hongkong might well wait a while, especially as it has not yet satisfied the public that it can give even a sound elementary education.

Non-Government Schools.

All the sections and sub-sections that follow the one quoted above relate to non-Government schools, of which there would seem to be somewhere about fifty; divisible into "those of superior type, which will only be subject to a very limited amount of supervision," and "schools of a less superior type which will be subject to more close supervision." A Registrar, presumably, to be appointed; no school will be able to exist other than by his permission; he will see that every school is examined at least once a year, and will have power to strike off from the register any one that is improperly conducted. Furthermore (Section 12) "It shall be lawful for the Governor-in-Council to make regulations and from time to time to rescind or vary the same providing for:—(a) the hygienic character and the proper sanitation of schools or school buildings; (b) the methods of enforcement of discipline in schools; (c) the prohibition in registered schools of the use of any book, the use of

(Continued on page 9)

THE SOTTO CASE.

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E. of India Wednesday, July 30	Atlan Line Friday, August 29
E. of Asia Wednesday, Aug. 13	E. of Britain Friday, Sept. 5

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Next Sailings from Hongkong:

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S.S. SILESIA 20th July	S.S. SENEGAMBIA 26th Aug.
S.S. BRISGAVIA 24th July	S.S. UCKERMARK 28th Aug.
S.S. BELGRAVIA 30th July	S.S. LIBERIA 11th Sept.
S.S. SCANDIA 14th Aug.	S.S. ARABIA 23rd Sept.

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For M'Isles, Rotterdam, Hamburg & Antwerp; S.S. ALTMARK 14th July.	For V'ier, S'tle, and/or T. & P. (Or.); S.S. UCKERMARK 28th Aug.
For Havre, Bremen & Hamburg; S.S. GOLDENFELS 24th July.	For Hamburg & Antwerp; S.S. SUEVIA 4th Sept.
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For Marseilles, Havre & Hamburg; S.S. PREUSEN 8th August.	For Havre, Hamburg & Antwerp; S.S. O. J. D. AHLERS 8th Sept.
For Havre, D'ick, Rotterdam & Hamburg; S.S. BERMUDA 20th Aug.	For Havre, Bremen & Hamburg; S.S. SCANDIA 19th Sept.
For Havre, Bremen & Hamburg; S.S. SILESIA 26th Aug.	

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HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 12th JULY.

10.00 p.m. "HONAM." 5.00 p.m. "KINSHAN."

SUNDAY, 13th JULY.

10.00 p.m. "FATSHAN." 4.00 p.m. "HONAM."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

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MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO

SUNDAY, 13th JULY.

The Company's Steamship "SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

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CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

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SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	KAGA MARU Capt. Tabusa ATSUTA MARU Capt. —	T. 12,500 { WED'DAY, 16th July at daylight. T. 16,000 { WED'DAY, 30th July at daylight.

VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu and Yokohama	SYOKOHAMA MARU Capt. Wada SANUKI MARU Capt. Richards	T. 12,500 { TUESDAY, 15th July, at 4 p.m. T. 12,500 { TUESDAY, 26th July, at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	INABA MARU Capt. S. Tomimaga NIKKO MARU Capt. —	T. 12,500 { WED'DAY 30th July, at noon. T. 9,600 { WEDNESDAY, 27th Aug. at noon.
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CALCUTTA via Spore, Penang and Rangoon	HAKATA MARU Capt. Nomura	T. 12,500 { SATURDAY, 12th July.
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BOMBAY via Singapore and Colombo	MIYASAKI MARU Capt. Soyeda	T. 16,000 { THURSDAY, 17th July a.m.
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KOBE & YOKOHAMA	KAWACHI MARU Capt. —	T. 12,500 { FRIDAY, 18th July.
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SHANGHAI, KOBE & YOKOHAMA	NIKKO MARU Capt. —	T. 9,600 { WED'DAY 30th July a.m.
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SHANGHAI, MOJI, KOBE & YOKOHAMA	SHINYO MARU Capt. Ohkuma	T. 12,500 { TUESDAY, 15th July.
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Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

YOKOHAMA KOBE MOJI NAGASAKI

Return. Return. Return. Return.

1st class \$135 \$122 \$108 \$95

2nd class \$ 81 \$ 75 \$ 65 \$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA, CEBU & PILO "TEAN"	15th July, at 4 p.m.

TIENSIN "HUICHOW" 17th July, at noon

SHANGHAI "LUCHOW" 17th July, at 4 p.m.

SHANGHAI "LINAN" 19th July, at midnight

WEIHAIWEI & TIENTSIN, "KUEICHOW" 20th July, at daylight

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUL"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

Telephone No. 36

Hongkong 12th July, 1913.

BUTTERFIELD & SWIRE, Agents

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG."

CAPT. PANNIER,

Will leave for Haiphong

on WEDNESDAY, 16th JULY at 10 a.m.

For Freight and passage apply to M. SAINT CLAIR

de BUSSIERRE Agent

MESSAGERIES MARITIMES Cie.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Steamship. T. Captains. For Sailing date.

ZAFIRO... 4000 F. S. McMurray { Manila Mangarin, 16th July, 4 p.m.

RUBI... 4000 J. Miller { Manila Mangarin, SATURDAY, 16th July, 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 7th July, 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamship. From Expected on or about Will leave on or about

Tjiliwong... SHANGHAI... 1st half July... JAPAN... 1st half July.

Tjilimah... JAPAN... 1st half July... JAPAN... 2nd half July.

Tjipanas... JAPAN... 2nd half July... SHANGHAI... 2nd half July.

Tjibodas SHANGHAI... 2nd half July... JAPAN... 2nd half July.

Tjiki... JAPAN... 1st half Aug. SHANGHAI... 1st half Aug.

Tjimanok... JAPAN... 1st half Aug. JAPAN... 1st half Aug.

Tjitaroom... JAPAN... 2nd half Aug. JAPAN... 2nd half Aug.

Tjilatap... JAPAN... 2nd half Aug. JAPAN... 2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375 York Building, 715

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer Tons Captain Date of Sailing

S.S. "Shinyo Maru" 22,000 W. C. T. Filmer July 12, at noon.

S.S. "Chiyo Maru" 22,000 W. W. Greene Aug. 7.

S.S. "Nippon Maru" 11,000 A. G. Stevens Aug. 26.

S.S. "Tenyo Maru" 22,000 E. Bent Sept. 1.

S.S. "Hongkong Maru" 11,000 T. Sagara Sept. 19.

The S.S. Shinyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Saturday the 12th June at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers Tons Date of Sailing

Kiyo Maru 17,200 Tuesday, August 5, at Noon.

Buyo Maru 10,500 Saturday, October 4, at Noon.

Anyo Maru 18,500 Wednesday Dec., 3, Noon

For further particulars as to Passages and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA

17,000 tons, twin screws. 17,000 tons, twin screws. 13,000 tons, twin screws. 12,000 tons, twin screws.

Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (the Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COSS is not merely this route with its unrivalled opportunities, than by any other route.

For a return ticket to London the cost is \$100, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for 400 to London (return ticket \$100) and to San Francisco \$45. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Siberia 18,000 Tons Starting July 19, at 1 p.m.

China 10,200 " " " " " " " " " " " "

Manchuria 27,000 " " " " " " " " " " " "

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG. From MANILA.

Leave Hongkong. Arrive Manila. Leave Manila. Arrive Hongkong.

July 20 CHINA July 31 July 19 CHINA July 21

Aug. 16 NILE Aug. 18 July 25 MANCHURIA July 27

Sept. 13 PERSIA Sept. 15 Aug. 6 NILE Aug. 8

Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU.

King's Building (Opp. Blake Pier). O. H. RITTER, Agents.

Hongkong, 10th January, 1913. Franco-Pacific International Exposition San Francisco 1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20 per cent. on the full Fares.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

HAICHING... W. C. Pasmore... TUESDAY, 15th July, at 11 a.m.

HAITAN... J. S. Roach... FRIDAY, 16th July, at 11 a.m.

HAIVANG... A. E. Hodgins... TUESDAY, 22nd July, at 11 a.m.

FOR SWATOW.

HAIMUN... J. W. Evans... SUNDAY, 13th July, at 11 a.m.

HAIMUN... J. W. Evans... WED. 16th July at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrak & Co., General Managers.

LOG BOOK.

The M.M. s.s. Chilli.

The Messageries Maritimes Company are withdrawing another steamer from the Atlantic and putting her on the Eastern run. This is the Chilli, which is now on the way out. The vessel is of 6,000 tons gross, and was built in 1894.

New German Battleship

Launched.

Berlin, June 4.—The new German battleship of 28,375 tons displacement to replace the battleship "Weissenburg" was launched at the Weser yard at Bremen to-day and will be ready for service in August, 1914. She will be equipped with ten 14-inch guns and have a designed speed of 23 knots. Since it was made known several months ago that the new German battleships would carry 14-inch guns there has been considerable discussion in naval circles here over the prospective armament of new capital ships. Captain L. Persius, writing in the "Berliner Tageblatt" frankly endorses the employment of 14-inch guns and indicates that a mistake has been made in not adopting them before. He takes issue with the statements of some German authorities that the Krupp 12 inch gun is as powerful as the British 13.5-inch gun and blames Krupp's "press department" for keeping alive the impression that the two weapons are of about equal value in warfare.

The Gulf Stream.—Engineer's

Remarkable Scheme.

An eminent mechanical engineer of Brooklyn, who has already been responsible for many large engineering experiments, which have worked out successfully, has just put forward a scheme for diverting the Gulf Stream, which American scientists declare is not only possible of accomplishment, but which will be a less serious undertaking than the Panama Canal. The progress already made in the details is so great that it is stated that Congress will next session appoint a commission to investigate the scheme.

The plan for the diverting of the Gulf Stream includes the provision of a jetty extending for 200 miles into the ocean from the southeastern point of Newfoundland, varying in width from forty miles at the shore to three miles at the apex, the jetty to be constructed of the sediment carried by the ocean currents. This jetty would have the effect of separating the Gulf Stream and the Labrador current, with the result that America would experience no more severe winters. Professor Garrett Service supports this view, and avers that America would become a semi-tropical country, and that Nova Scotia and Newfoundland would know no more winters. The northern routes, too, would be cleared of icebergs.

A bill known as the "Labrador Current and Gulf Stream Commission" is to be introduced in the next session of Congress, to "investigate and report on the feasibility and cost of causing an obstruction to the Labrador current passing over the Grand Banks of Newfoundland," and providing the sum of \$20,000 for the cost of such commission. The cost of the provision of the break water is estimated at 43 million pounds, and the cost of the sand and sediment barrier at four million pounds.

Mr. Livingstone Riker, the engineer who propounded the scheme, built the first refrigerating warehouse in America, fitted out the Celtic in 1874—the first refrigerating ship in the world—and originated the scheme for draining the Potomac Flats at Washington. His new proposal has been received favourably by the scientific advisers of the American Government, and the learned societies of the United States do not propose to offer any opposition to the appointment of a commission to investigate the details of the scheme and the probabilities of its successful accomplishment if undertaken.

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

TIENSIN.....CHIPSHING*...Sun., 13th July, at d'light.

SHANGHAI.....KWONGSANG*...Sun., 13th July, at d'light.

S'PORE, Penang & Cotta. LAISANG*...Tuesday, 15th July noon.

SHANGHAI.....CHOYSANG*...Fri., 18th July, at daylight.

S'PORE & Sourabaya.....CHUNANG*...Sat., 19th July, at noon.

MANILA.....LOONGSANG*...Sat., 19th July, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.

LONDON & ANTWERP.....FLINTSHIRE.....About 17th July.

LONDON, HULL/LEITH.....MONMOUTHSHIRE.....3rd August.

New Trans-Pacific "Shire" & "Glen" Joint Service

VICTORIA V'VER, ST'LE., DEN OF RUTHVEN about 27th July

TACOMA & PLAND.....DEN OF CROMBIE.....8th Aug

VICTORIA V'COUVER ST'LE., DEN OF CROMBIE.....8th Aug

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
AGENTS.

BRITISH INDIA S. N.
CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
WESTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG & RANGOON on the 15th July at daylight taking cargo and passengers at current rates.

For Freight and Passage, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS.
Telephone No. 215.
Hongkong, 12th July, 1913.

THE TAIKOO DOCKYARD
& ENGINEERING CO. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL, ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

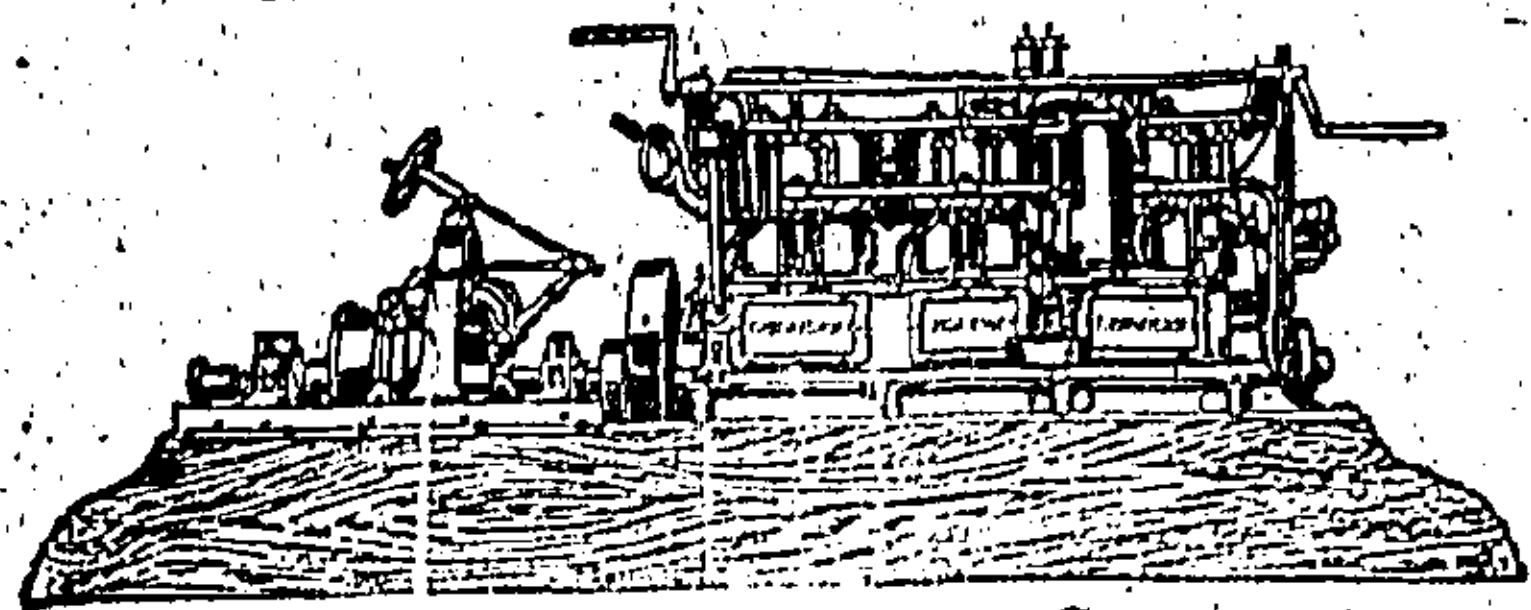
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—
JOHN I. THORNYCROFT & CO., LTD.
PETROL & KEROSENE MARINE MOTORS 7-1/2 to
150 H.P.
As supplied to the British Admiralty & War Office.



06. type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 122

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	17 July
do do	Monmouthshire	J. M. & Co.	3 August
London via Usual Ports of Call	China	P. & O. Co.	19 July
Havre, London & Antwerp	Glenstrae	S. T. & Co.	18 July about
Havre, Dunkirk, Rotterdam & Hamburg, &c.	Bermada	H. A. L.	18 August
Marseilles &c.	Atlantique	M. M. Co.	15 July
do do	Ernest Simons	M. M. Co.	20 July
Marseilles, Rotterdam and Hamburg	Altmark	H. A. L.	14 July
Marseilles, London & Antwerp via S'pore, &c.	Kaga Maru	N. Y. K.	10 July
Marseilles, Havre and Hamburg	Proussen	H. A. L.	10 August
Havre & Hamburg	Goldenfels	H. A. L.	20 July
Trieste via Singapore, Penang, Colombo, &c.	Koerber	S. W. & Co.	15 July
Trieste, Fiume, Venice via Singapore, &c.	E. F. Ferdinand	S. W. & Co.	31 July, about

New York, San Francisco and Canada.

New York	Pathan	D. & Co. Ltd.	23 July
Boston & New York via Ports & Suez Canal	Indrasamha	S. T. & Co.	14 July
Mexican, Peruvian and Chili Ports via Japan	Kiya Maru	T. K. K.	5 August
San, Francisco via Manila and Japan, &c.	Siberia	P. M. Co.	18 July
do do	China	P. M. Co.	28 July
Victoria, B.C., & Seattle via Keelung, &c.	Yokohama Maru	N. Y. K.	15 July
Victoria, B.C., & Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	23 July
Vancouver, S'le and/or Tacoma, & Pland (Or.)	Brigavia	H. A. L.	25 July
Vancouver via Shanghai and Japan, &c.	E. of Russia	C. P. R. Co.	16 July
do do	Monteagle	C. P. R. Co.	30 August
Vancouver, Portland, &c.	Dan of Ruthven	J. M. & Co.	27 July

Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	19 July
do do	Coblenz	M. & Co.	12 July
do do	Inaba Maru	N. Y. K.	30 July
do do	Taiyuan	B. & S.	16 July
do do	Changsha	B. & S.	25 August

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
do do do	Tjiliwong	J. C. J. L.	Quick despatch
do do do	Tjimanoeak	J. C. J. L.	Quick despatch
do do do	Amazone	M. M. Co.	14 July
do do do	Australien	M. M. Co.	27 July
Kobe & Yokohama	P. Sigismund	M. & Co.	22 July, about
Shanghai, Kobe & Yokohama	Miyasaki Maru	N. Y. K.	17 July
Yokohama and Kobe via Shanghai	Kirin Maru	N. Y. K.	21 July
Nagasaki, Kobe & Yokohama	Vorwaerts	S. W. & Co.	31 July, about
Moji, Kobe and Yokkaichi	Nikko Maru	N. Y. K.	30 July
Manila	Luzon Maru	O. S. K.	18 July
Manila, Mangarin, Iloilo and Cebu	Yuenasang	J. M. & Co.	12 July
do do do	Zafiro	S. T. & Co.	12 July
do do do	Babi	S. T. & Co.	20 July
Weihaiwei and Tientsin	Huichow	B. & S.	17 July
Shanghai, Kobe & Moji	Namsang	J. M. & Co.	13 July
Singapore, Penang, and Rangoon	Iola	J. M. & Co.	15 July
Singapore, Penang, & Calcutta	Laisang	J. M. & Co.	15 July
Shanghai and Japan	Silesia	H. A. L.	20 July
do do do	Belgravia	H. A. L.	30 July
Swatow, Amoy & Foochow	Haiching	D. L. & Co.	15 July
Shanghai, Moji, Kobe & Yokohama	Shinyo Maru	N. Y. K.	18 July
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	13 July
Swatow	Haimun	D. L. & Co.	13 July
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	18 July
Shanghai, Tsingtau, Kobe and Yokohama	Tjilatjap	J. C. J. L.	Quick despatch
Shanghai	Tjibodas	J. C. J. L.	Quick despatch
do do do	Tjikini	J. C. J. L.	Quick despatch
do do do	Bohemia	S. W. & Co.	1 August
do do do	Assaye	P. & O. Co.	17 July about
do do do	Chenan	B. & S.	12 July
do do do	Kwongsang	J. M. & Co.	13 July
do do do	Ernest Simons	B. & S.	17 July
Tientsin	Chipsing	J. M. & Co.	13 July
Sandakan	Bajah	M. & Co.	14 July
Kudat and Sandakan	Borneo	M. & Co.	End of July

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For Vessels.

Swatow.	Haimun.
Shanghai.	Amazona.
Swatow.	Daigi Maru.
Shanghai.	Kwongsang.
Tientsin.	Chipsing.

DEPART ON MONDAY.

Japan.	Japan.
Sandakan.	Rajah.
Straits.	Iola.
Marseilles.	Altmark.
Boston.	Indrasamha.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW

From Vessels.

Saigon.	Amazona.
Calcutta.	Yatsing.
Weihaiwei.	Cheongshing.
Kobe.	Iola.

ARRIVE ON MONDAY.

Yokohama.	Kaga Maru.
Portland.	Flintshire.
Shanghai.	Altmark.

AMERICAN MAIL.

The P. M. s.s. Siberia, voyage 49, will be despatched from this port at 1 p.m. on Saturday July 19, for San Francisco, via Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu.

The P. M. s.s. China, carrying the American Mails, sailed from Yokohama for Hongkong, via Manila, July 10th between 10 a.m. and noon.

CANADIAN MAIL.

The C. P. R. s.s. Monteagle left Yokohama on the 2nd July at 2 p.m.

AUSTRALIAN MAIL.

The N. Y. K. s.s. Nikko Maru (Australian Line) left Melbourne for this port via ports on the 2nd inst., and is expected here on the 28th inst.

The E. A. s.s. Empire left Sydney for this port via Queensland Ports Port Darwin, Timor and Manila on 5th inst., and may be expected to arrive here on or about 28th inst.

The E. A. s.s. Aldenham left Sydney on 9th July for this port via Queensland Ports and Manila and may be expected to arrive here on or about 31st July.

MERCHANT STEAMERS.

The H. A. L. s.s. Altmark left Shanghai on the 11th inst. a.m. and may be expected here on or about the 14th inst. a.m.

The T. K. K. s.s. Kiyo Maru from Manzanillo is due in Hongkong on the 20th July.

The s.s. Glenroy passed the Suez Canal on 6th ult., for Hongkong via Straits.

The American and Manchurian Line s.s. Kansas passed the Suez Canal on the 17th ult., for Hongkong direct.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port via ports on the 29th June and is expected here on 18th July.

The P. & O. chartered s.s. Benacre is expected to arrive at Hongkong about the 15th inst.

The N. Y. K. s.s. Miyazaki Maru (European Line) left Colombo for this port via Singapore on the 3rd inst., and is expected here on the 16th inst.

The N. Y. K. s.s. Kaga Maru (European Line) left Yokohama for this port via ports on the 2nd inst., and is expected here on the 14th inst.

The N. Y. K. s.s. Shidzuoka Maru (American Line) left Seattle for this port via ports on the 1st inst., and is expected here on the 3rd August.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port via ports on the 29th June and is expected here on the 18th July.

The I. C. N. S. s.s. Yatsing from Calcutta is due at Hongkong on the 13th July.

The I. C. N. S. s.s. Cheongshing from Weihaiwei is due at Hongkong on the 13th July.

The S. L. s.s. Flintshire from Portland is due at Hongkong on the 14th July.

The S. L. s.s. Den of Ruthven from London is due at Hongkong on the 22nd July.

The B. I. s.s. Iola from Kobe is due at Hongkong on the 13th July.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
TAIWAN	15th July.	18th July.
CHANGSHA	20th August.	25th August.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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BRITISH INDIA S. N.
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Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.
EASTWARD.

S.S. "JAPAN," 6,013 tons, Capt. Saddon, will be despatched for KOBE and MOJI on 12th July.

S.S. "THONGWA," 6,998 tons, Capt. Robins, will be despatched to SHANGHAI, KOBE and MOJI on 22nd July.

WESTWARD.

S.S. "JELUNGA," 5,205 tons, Capt. Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 26th July.

S.S. "AREATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 2nd August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 11th, 1913. Agents

Russian Volunteer Fleet.

Next sailings from Hongkong—
To VLADIVOSTOCK via NAGASAKI ... The
S.S. "YAROSLAV" 4494 R.T. Commander L. Alexeeff,
ABOUT 23rd day of July 1913.

To ODESSA via ports ... The S.S. "VORONEJ"
5616 R.T. Commander Bakanoff, ABOUT 24th day of
July 1913.

The exact dates of sailing for both the vessels
will be published after receipt of telegrams from the
last ports of call.

For Freight, Passage and further particulars
please apply to

Capt. D. A. LUKHMANOFF,Agent.
Hotel Mansions, 3rd Floor,
Rooms Nos 12A & 14.

Telephone No. 1224. Hongkong, 27th June, 1913.

BOLINDERS CRUDE-

OIL MOTORS.

THE MOST SUCCESSFUL MOTOR.

"The Marine Motors are direct Reversible."

ULDERUP & SCHLUTFR.

HONGKONG,

21, CONNAUGHT ROAD CENTRAL.

HOTEL LISTS.

Hongkong Hotel.

Aaron, J. M. Law, W. M.
 Arhin, A. P. Leoman, F.
 Ballingal, Miss. Lisegang, Dr. &
 Barberini, E. T. Mrs.
 Baring, M. Lloyd, G. T.
 Baring, Miss L. Lobb, Dr. E. L.
 Bate, E. R. M.
 Bellios, Mrs. E. MacIntyre, Mr.
 R. and Mrs. Neil
 Blodson, W. A. Merton, A.
 Blunt, O. L. Martin, G.
 Brown, C. Mason, O. Fare-
 Brown, R. brother
 Bulach, Dr. Matheson, Miss
 Cambridge, A. J. M.
 Claxton, A. A. Matheson, Mrs.
 Cowen, Mrs. W. R. T.
 Crocker, Miss F. McKean, Dr. G.
 Davis, C. H. W.
 Derteano, Mr. & Mrs. C. W. & Mrs.
 Mrs. & 2 child-
 ren.
 Dower, J. Merski, J.
 Douglas, Mr. & Mrs. W.
 Mrs. R. H. Mulder, J. D. F.
 Dowley, W. A. Mulder, Mrs. J.
 Ehrhardt, Capt. D. I.
 W. Naghan, Capt.
 J.
 Ellissen, Sig. Neuber, Dr.
 Fisher, H. G. O'Neill, W.
 Fischer, W. E. O'Leary, Miss
 Fontaine, K. B. G.
 Garrow, H. G.
 Geare, Mr. and Mrs. Ool. Mr. &
 Mrs. I. H. Mrs. C. H.
 Gillespie, Dr. J. Ormiston, J.
 M. Pethick, H. H.
 Glen, Miss M. Ray, E. H.
 Gordon, A. G. Reay, Miss
 Goulburn, V. F.
 Gottlieb, Mrs. N. Reid, Mr. &
 George, I. Mrs. M.
 Grimshaw, R. J. Russell, W. M.
 Grisogono, P. O. Schmidt, F. D.
 Von.
 Hanafin, M. B. Sibley, J. C.
 Hanna, Dr. J. G. Singer, E. T.
 Hanson, Miss B. Smith, Mr. and
 Harbord, W. T. Mrs. E. E.
 Hecht, R. L. Sorby, V.
 Hewett, Hon. Mr. Schunemann, E.
 E. A. O.M.G. Spear, Capt. H.
 Hill, Miss M. Speich, Miss C.
 Holmes, B. Sprinler, Mr.
 Honston, T. & Mrs. C.
 Hunt, E. B. K. Square, Miss.
 Innes, Capt. R. Tapp, J. R.
 Judah, Mrs. A. Webb, Mr. and
 N. E. Mrs. B.
 Juller, D. Weidler, W. E.
 Kabel, E. S. White, F. W.
 Kadorie, Ellis White, H. P.
 Kersakowitz, M. Wood, G. G.
 Kruseman, A. Walker, Capt.
 Knight Mr. and Mrs. H. A.
 Mrs. W. B. Yeadell, S. P.

King Edward Hotel.

Almond, Mrs. B. Logan, W.
 Castiglioni, F. J. Mackintosh, J.
 Castro, C. A.
 Chee, T. Major, Mrs.
 Connell, R. Massey, Miss.
 Connell, H. E. McHugh, Mr.
 Dobbie, Mr. & Mrs. F. E.
 Donaldson, W. Mrs. J. H. N.
 A. Morris, Mrs.
 Finchett, Mrs. Murphy, J. A.
 Gerlach, Mr. & Mrs. M. F.
 Mrs. W. W. Nobbs, A. P.
 Grimble, G. Passmore, Capt.
 Harris, J. B. & Mrs. W. C.
 Heinemann, Mr. Peake, A. D. J.
 & Mrs. Saunders, Miss.
 Hingle, E. J. Schenk, Mrs.
 Jensen, B. Sheltamer, Mr.
 Kraft, Mr. & Mrs.
 Mrs. W. D. Sibre, Dr.
 Lauritsen, Mr. & Mrs. H. S.
 Lemare, Mr. & Mrs. A. H.
 Mrs. Walker, Dr.
 Lennox, J. Whitelaw, G. O.

Grand Hotel.

Bird, W. C. Hill, Miss.
 Brandes, K. Key, Dr.
 Coyne, Lewington,
 Creasy, Capt. J. S.
 Crew, Mr. and Mrs. McGrath.
 Mrs. A. B. Pauncefort.
 Dubenkropp, O. D. Poole, Miss.
 Dyson, L. Rogge, Dr.
 Erdmann, Miss Romanie, Miss
 K.
 Frampton, Miss Schotteludt.
 Fresse, M. Smith, R.
 French, C. Weissmann, C.
 Courlet, Westermann.
 Harder, F. Zerega, Miss C.
 Heeber, E.

Craigieburn.

Caldwell, Mr. Meurer, Mrs.
 Caldwell, Miss. McDougall, Mr.
 Carpenter, Mr. and Mrs.
 & Mrs. McOalg, J.
 Cornell, W. A. Reynolds, Ma-
 Kyd, Mr. and Mrs. dme & mon-
 slour.
 Galbraith, V. Smith, Mrs. G.
 Smith, E. G.
 Guernier, Mr. Wood, E. M.



**Afridol-
Soap**
 Prevents
and cures
Prickly Heat

VESSELS IN PORT.

Steamers:
 Chenan, Br. s.s. 1,350, W. L. Jones,
 10th July—Canton, Gen.—B. & S.
 Kwangse, Br. s.s. 1,750, G. J.
 Spink, 10th July—Canton
 9th July, Gen.—B. & S.
 Ningpo, Br. s.s. 1,228, C. W. Pick-
 ard, 10th July—Java &
 Pekalongan 30th June,
 Sugar.—B. & S.
 Seang Bao, Br. s.s. 3,784, J. Travis,
 11th July—Amoy 9th
 July, Gen.—Chi S.S. Co.
 Tean, Br. s.s. 1,357, Wake, 11th
 July—Manila 8th July,
 Gen.—B. & S.
 Rajaburi, Ger. s.s. 1,189, C. Wolff,
 11th July—Bangkok 10th
 July, Rice.—B. & S.
 Namur, Br. s.s. 4,188, A. Collyer,
 11th July—London 3rd
 May, Gen.—P. & O. S. N.
 Co.
 Haimun, Br. s.s. 641, Evans, 11th
 July—Swatow 10th July,
 Gen.—D. L. & Co.
 Benolouch, Br. s.s. 3,000, McMillan,
 30th June—Moj, Coal.—
 G. L. & Co.
 Kanagawa Maru, Jap. s.s. 3,867,
 M. Macheda, 6th July—
 Calcutta 16th June, Gen.—
 N. Y. K.
 Machew, Ger. s.s. 996, Zollner,
 6th July—Bangkok 28th
 June, Rice & Meal.—B.
 S.
 Matritae, Ger. s.s. 832, G.
 Schealkier 5th July—
 Holhow 4th July, Gen.—
 J. & Co.
 Satsuma, Br. s.s. 2,690, Ferner,
 5th July—New York
 10th May, Gen.—W. &
 Co.
 Wongkoi, Ger. s.s. 1,115, M.
 Oltmanns, 6th July—
 Bangkok 27th June,
 Rice & Wood.—B. & S.
 Ichang, Br. s.s. 1,228, Shane, 6th
 July—Hongkong, Coal.
 —B. & S.
 Antenor, Br. s.s. 7th, Wallace, 7th
 July—Poochow 5th July,
 Gen.—B. & S.
 Japan, Br. s.s. 3,896, C. P. Seddon,
 7th July—Calcutta 21st
 June, Gen.—D. S.
 Yokohama Maru, Jap. s.s. 4,010,
 S. Wada, 6th July—Seat-
 tie, 3rd June, Flour,
 Onions, etc.—N. Y. K.
 Daigi Maru, Jap. s.s. 846, S. Toki-
 shige, 9th July—Swatow
 8th July, Gen.—O. S. K.
 Sung Kiang, Br. s.s. L. Robinson,
 9th July—Haiphong 5th
 Gen.—B. & S.
 Chip Shing, Br. s.s. 1,199, T. M.
 Mayrick, 9th July—Canton
 8th July, Gen.—J. M. &
 Co.
 Loksang, Br. s.s. 977, G. H. Bow-
 ker 10th July—Wei-hai-
 wei, Gen.—J. M. & Co.

Consigners

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
 THE Steamship "SATSUMA".

FROM NEW YORK.

CONSIGNEES OF Cargo are here-
 by informed that all Goods are
 being landed at their risk into the
 Godowns of the Hongkong and
 Kowloon Wharf and Godown Com-
 pany, Ltd., at Kowloon, whence and/or
 from the wharves delivery may be
 obtained.

Optional Cargo will be forwarded
 unless notice to the contrary be given
 before.

No claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 14th inst. will be subject to rent.

All claims against the Steamer
 must be presented to the Underwriter
 on or before the 2nd prox., or they will
 not be recognized.

All broken, chafed, and damaged
 Goods are to be left in the Godowns
 where they will be examined on the
 14th inst. at 11 a.m.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by

DODWELL & CO., LTD.

Agents,
 Hongkong, 7th July 1913.

PACIFIC MAIL STEAMSHIP
COMPANY.

"S.S. SIBERIA".
 FROM SAN FRANCISCO, JAPAN
 PORTS AND SHANGHAI.

The above mentioned vessel
 having arrived. Consignees of
 cargo are hereby notified to send
 in their Bills of Lading for
 countersignature and take immediate
 delivery of cargo from alongside.

Cargo impeding discharge will be land-
 ed immediately at consignees' risk
 and expense.

Cargo remaining undelivered Fri-
 day the 11th inst., at noon will be
 landed at consignees' risk and expense.

Cargo remaining undelivered
 TUESDAY 15th inst. at noon
 will, in addition to landing charges, be
 subject to storage charges.

No fire insurance whatever will be
 effected.

All chafed and otherwise damaged
 cargo will be examined at the above
 Company's godown. MONDAY
 July 14th, 1913, at 10 a.m.

No claims will be entertained unless
 accompanied by short delivery note or
 list of exceptions taken at the time of
 delivery to consignees and signed for
 and on behalf of the Pacific Mail S. S.
 Co.

All claims must be filed on or before
 August 8th, 1913, otherwise they will
 not be recognized.

O. H. RITTER,
 Acting Agent.

Hongkong, 8th July, 1913. [489]

Consignees

AMERICAN & MANCHURIAN
LINE.

FROM NEW YORK.

THE Steamship

"KANSAS".

Captain R. Linklater, having arrived
 from the above Port, Consignees of
 Cargo are hereby informed that their
 goods are being landed at their risk
 into the Godowns of the Hongkong and
 Kowloon Wharf and Godown Com-
 pany, Ltd., at Kowloon, whence and/or
 from the wharves delivery may be
 obtained.

All broken, chafed, and damaged
 goods are to be left in the godowns,
 where they will be examined on
 THURSDAY, 17th inst., at 10 a.m.

All claims must be presented within
 fifteen days of the steamer's arrival
 here, after which date they cannot be
 recognized.

No claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 17th inst. will be subject to rent.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by

SHEWAN TOMES & CO.

Agents,
 Hongkong, 10th July, 1913. (399)

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

FROM CALCUTTA, PENANG
 AND SINGAPORE.

THE Company's Steamship

"NAMSANG".
 having arrived from the above ports,
 consignees of cargo are hereby informed
 that their goods will be delivered from
 alongside.

Cargo impeding the discharge or re-
 maining on board after 4 p.m. the 10th
 July, will be landed at Consignees' risk
 and expense.

No Fire Insurance will be effected.
 Bills of Lading will be countersigned
 by

JARDINE, MATHESON
 & CO., LTD.

General Managers,
 Hongkong, 9th July, 1913. (399)

To Sail

Regular Steamship Service

With Liberty to call at the
 Malabar Coast.

Proposed Sailing From Hongkong.

FOR NEW YORK.

S.S. "WRAY CASTLE" on or about

5th July,

S.S. "PATHEAN" on or about

23rd July.

For Freight and further information,
 apply to

DODWELL & CO., LTD.

Agents,
 Hongkong, 30th June, 1913. (399)

The World's Cup of Health

In every country and in every clime, the supremacy of Sanatogen among tonic foods and reconstituent remedies is now abundantly recognised and warmly praised.

It exercises the most powerful influence over all disorders of the stomach and nervous system which manifest themselves in such depressing symptoms as Insomnia, Uncontrollable Lassitude, Disinclination for Mental and Physical Activity, Loss of Memory, so-called "Nervous Dyspepsia," Anaemia, and Chronic Diarrhoea.

With its use, these alarming symptoms rapidly disappear. The patient regains his normal outlook on life, takes a keener interest in his work and play, and feels better than he ever did. Start taking Sanatogen to-day, and see how wonderfully it will benefit you.

The Right Hon. Sir John Gorst, Privy Councillor to the King of England, writes: "Sir John Gorst has taken Sanatogen with excellent results. It was also used by a daughter of his with great benefit."

His Grace the Archbishop of Bombay writes: "I use Sanatogen every now and then, under my doctor's advice, and always derive great benefit from it."

SANATOGEN,

The Tonic Food with Lasting Effects.

Sanatogen has been endorsed by over sixteen thousand physicians, including ten physicians to crowned heads.

Countless thousands of men and women, including many celebrities, have found it the restorer of health, strength and happiness, and have recommended it to their friends that they, too, may acquire these blessings in the fullest degree.

WRITE FOR FREE BOOK.

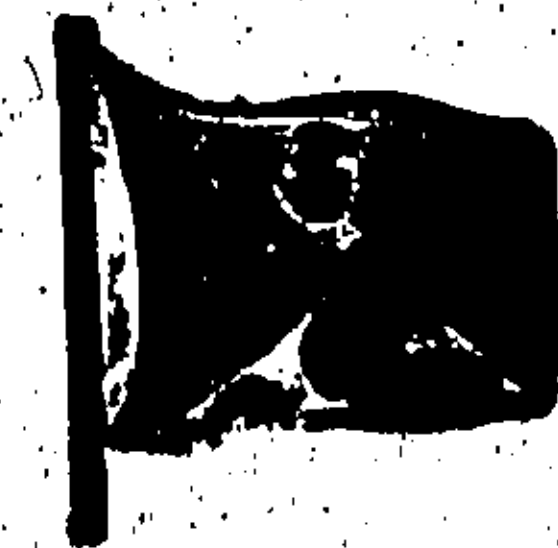
Buy a bottle of Sanatogen to-day: it is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known medical author. This interesting book tells you all about Sanatogen, and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulding & Co., 6, Klunkang Road, Shanghai.



To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong—Boston
 & New York.



FOR BOSTON & NEW YORK VIA
 PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast)

S.S. "INDRASAM" on or about
 14th July,
 For freight and further information,
 apply to

SHEWAN, TOMES & Co.,
 General Agents,
 Hongkong, June, 25th 1913. (346)

Notice

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS,
 PROVISION & COAL
 MERCHANTS

Hongkong, 26th May, 1913.

Notice

FLIES
 ODORS
 GERMS

THIS IS THE WEATHER
 when you are troubled with flies
 and odors and when disease
 germs are active.



The Powerful Disinfectant

will rid you of the nuisances and protect you from the germs. CN is over five times as efficient as carbolic acid, yet absolutely safe. Use CN in the kitchen, the cellar, the bathroom, the living room—everywhere about the house—wherever dirt or impurities gather.

"The Yellow Package with the Gable Top"

At Drug and Dept. Stores.

THE CHINA
 COMMERCIAL
 CO.

3, DUDDELL STREET.

Simple Dresses.
 Radically violating precedent and adhering to their resolution to dress simply at the graduating exercises, the girl members of the senior class, of the Stockton U.S.A. high school have been busily at work upon their commencement gowns. Every member of the class has agreed to make the dress herself and to limit all expenditures to \$6. Long gloves even are to be barred from the commencement exercises. Heretofore the seniors have expended from \$40 to \$125 for each gown worn. Many girls it is said, unable to bear the expense, dropped out without graduating. The Board of Education officially commended the class for the stand taken.

Charter of A Norwegian Steamer.

We learn says, the "Siam Observer," that Messrs Thiam Host are negotiating with the owners of the Norwegian steamer "Duke," offering \$6,250 (Singapore) per month for a year's charter. It is very likely that the owners will accept these terms. The same firm has chartered the "Progress," which has been lying up for a while. The charter is for four months at \$3,000 per month. The steamer belongs to the United Engineers, Ltd.; she will ply between Bangkok and Langkuan. She has undergone some alterations with a view to arranging passenger accommodation. The British steamer "Yi Loong" has been chartered by Messrs Thiam Host for three months. The Norwegian "Selan," also chartered by this firm for one year, was expected to arrive recently from Hongkong.

SHORT STORY.

(Continued from page 3.)

"Yes" murmured Edith, a shade drily; "I suppose it would."

"And everything considered, they're nice boys. And fellows! They have their faults of course, but taken by and large they're real. They've taught me a lot. Why, take Curly, Sanders alone. My life, the rest of it, would be a lot better if I'd had never known Curly Sanders. I'm simply dippy about Curly."

Miss Austin's hands were clasped tightly in her lap, under the table. Her face was expressionless.

"Curly you see was a really gifted person," ran on the talkative young man. "He's one of that sort that actually live in a world of make believe. He can't run across the street without running bang into the most extraordinary adventure. Real ones you know. They happen to him. Mostly with ladies. He is—forgive me Mrs Wilberly, but he is—simply wonderful with ladies. Rich and poor, high and low, they all fall for Curly."

"And the joy of it is, he always comes right back and tells us all about it. Of course, you can never be sure how much of what he tells is so. But he always gives names, places and dates. And it's always gorgeous. Why, he must be down here now—it was our company that came with your train. Come to think of it, Miss Austin, Curly is from your town. His father's a grocer. Curly went to high school there. Then he had to drive a grocery wagon. Then he worked in—oh, Williams' drug store—a soda water clerk. Then he skipped out to New York, had some hard luck and enlisted."

"I must certainly look up Curly to-morrow. It's absolutely sure that he's had some hair-raising adventure in this mix-up."

More was said but it passed by Miss Austin's ears unheard. She could only smile and nod mechanically now and then to give an appearance of being in the talk.

But, gradually, as she sat there, her brain began to clear. Her independent spirit slowly reasserted itself. She wondered if—

"How long are you staying here, Mr Snyder?" she asked, as she found herself leaving the dining room by his side.

"Only to-morrow. I'm leaving for Shanghai on the night boat." "Oh, really. Her big hazel eyes turned to his. They were beautiful eyes. And she added quite deliberately: "I'm sorry we shan't see something of you. Betsey has told me so much about you."

She saw the light come into his own black eyes.

"Well," said he, "there is to-morrow. Couldn't we—well, play around together a bit?"

"I have nothing to do, said she.

"Just consider your life engaged for the day, then." His manner was positively enthusiastic. "Don't you know seeing you here, just wip-s China out. It wip-s the Maines out. It's just home."

She smiled. "I'd love to knock around and see the city. I don't want to keep you from your friend Curly and his new story."

"Oh hang Curly!" cried Charlie Snyder breathlessly. And they both laughed.

"It won't be necessary to hang him."

"We'll forget him, then."

"All right," said Miss Austin, quite steadily; "we'll forget him."

As soon as they were outside, in the semi-darkness of the big porch, she gave way to the impulse to draw a long—a very long—breath.

JAPANESE IN BRITISH COLUMBIA.

Danvers Osborn, in the "Empire Review" for May, produces some startling information regarding the hold which Asiatics have upon the trade of Canada and British Columbia. One Province is stated to harbour 15,000 Japanese, and the author candidly confesses that he and the other whites are afraid of them.

The extreme denunciation of the Asiatics that calls so loudly in British Columbia to-day is gradually resolving itself into a strong anti-Japanese feeling. Our leading citizens and public men have voiced themselves, and the many pertinent queries put to us to state our case deserve attention and explanation, in order that Great Britain and the Eastern Provinces may realise that our reasonable protests are by no means the hasty ebullition of any fanatic sentiment, worked up to a fury, such as characterised events and coloured history in the Western States of America in the days of the buffalo and the redskin. In this connection, it is necessary to emphasise the fact, that two decades ago, it was only the white labourer who had to submit to Asiatic competition. The Asiatic worked on the Canadian Pacific Railway track; he used the pick and shovel in the Dunsmuir collieries; the shingle mills and canneries were glad to employ him in the unskilled labour class. The underdog section of the white population raised feeble protests, but little heed was paid to their outpourings, because commercial interests remained unaffected. The advent of the Japanese in large numbers, however, gradually altered the economic situation. They steadily accustomed themselves to our conditions; they hastened to acquire a hearing knowledge of our language; and in every direction prepared themselves to measure their abilities in the future with the best of our own people in every branch of trade. In a word, the ugly goad which is pricking our raw to-day is the conscious fact that the Japanese have long ago abandoned the labour stage, and are entering into competition with the commercial classes, whom they threaten to outstrip. They own mines, sawmills, fishing craft, ranches, and business establishments, and render every enterprise which they undertake a profitable venture.

"I must certainly look up Curly to-morrow. It's absolutely sure that he's had some hair-raising adventure in this mix-up."

More was said but it passed by Miss Austin's ears unheard. She could only smile and nod mechanically now and then to give an appearance of being in the talk.

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"I have nothing to do, said she.

"Just consider your life engaged for the day, then." His manner was positively enthusiastic. "Don't you know seeing you here, just wip-s China out. It wip-s the Maines out. It's just home."

She smiled. "I'd love to knock around and see the city. I don't want to keep you from your friend Curly and his new story."

"Oh hang Curly!" cried Charlie Snyder breathlessly. And they both laughed.

POST OFFICE.

The Amazone with the French Mail is expected to arrive here on Sunday, the 13th inst. at noon.

MAILS ARRIVED TO-DAY.

Siberian, Mexico Maru

MAILS DUE.

French, Amazone, 13th inst.

MAILS CLOSE.

Philippine Islands, Angaur, Yap, Fred, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Australia, Tasmania and New Zealand via Brisbane—Per Coblenz, 12th July, 5 p.m.

Shanghai & North-China (Europe via Siberia)—Per Chenan, 13th July, 5 p.m.

Shanghai and North-China—Per Kwongsang, 12th July, 5 p.m.

Tientsin—Per Chupshing, 12th July, 5 p.m.

Shanghai, North China and Japan via Moji—Per Namur, 12th July, 5 p.m.

Hoihow, Pakhoi and Haiphong—Per Sungkiang, 12th July, 5 p.m.

Swatow—Per Haimun, 13th July, 9 a.m.

Shanghai, North China and Japan via Moji—Per Chenan, 13th July, 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per Daigimaru, 13th July, 9 a.m.

Saigon—Per Ningpo, 14th July, 10 a.m.

Japan via Kobe—Per Japan, 14th July, 11 a.m.

Sandakan—Per Rajah, 14th July, 4 p.m.

Straits, Burmah and India via Calcutta—Per Hakata Maru, 14th July, 4 p.m.

Straits and Burmah—Per Itola, 14th July, 5 p.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseille (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Atlantique, 15th July, 11 a.m.

Swatow, Amoy and Foochow—Per Saiching, 15th July, 10 a.m.

Weihaiwei & Tientsin—Per Hui-chow, 15th July, 10 a.m.

Straits and India via Calcutta—Per Laisang, 15th July, 10 a.m.

Philippine Islands—Per Tean, 15th July, 3 p.m.

Formosa via Keelung, Shanghai, North-China, Japan via Moji, Victoria and Seattle—Per Yokohama Maru, 15th July, 3 p.m.

Straits and Ceylon—Per Koertar, 15th July, 3 p.m.

Straits and Ceylon—Per Kaga Maru, 15th July, 5 p.m.

Haiphong, Pakhoi and Saigon—Per Sikiang, 16th July, 9 a.m.

Swatow—Per Haimun, 16th July, 10 a.m.

Teingtau, Chefoo and Newchwang—Per Kansas, 16th July, 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Russia, 16th July, 11 a.m.

Swatow, Amoy and Foochow—Per Kaijo Maru, 16th July, 1 p.m.

Philippine Islands—Per Zafiro, 16th July, 3 p.m.

Japan via Kobe—Per Miyasaki Maru, 16th July, 4 p.m.

Tientsin—Per Hui-chow, 17th July, 11 a.m.

Shanghai and North China—Per Luohow, 17th July, 3 p.m.

Shanghai and North China—Per Choyang, 17th July, 5 p.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per Taiyuan, 18th July, 10 a.m.

Swatow, Amoy and Foochow—Per Haimun, 18th July, 10 a.m.

Haiphong, Pakhoi and Saigon—Per Kaifong, 18th July, 9 a.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per Eastern, 19th July, 10 a.m.

SHIPPING NEWS.

ARRIVED.

Kjeld, Nor. s.s. T. Helleso, 11th July—Bangkok 4th July, Rice—Kum Beng Lee.

Tjilmah, Dut. s.s. 6,998, F. E. C. Schermbuk, 11th July—Hakassar 3rd July, Sugar—J. C. J. L.

Coblenz, Ger. s.s. 3,103, L. Klug-kiss, 11th July—Japan Ports 7th July, Gen.—N. D. L.

Tjiliwong, Dut. s.s. 3,061, J. P. Scholen, 12th July—Milke 6th July, Gen.—J. C. J. L.

Carl Diederichsen, Ger. s.s. 774, E. Fahren, 12th July—Kalpong & Hoihow 11th July, Gen.—J. & Co.

Teingtau, Ger. s.s. 1,002, F. Beuk-ling, 12th July—Bangkok 5th July, Rice.—B. & S.

Kaijo Maru, Jap. s.s. 1,292, Y. Yamamoto, 12th July—Swatow, 11th July, Gen.—O. S. K.

Mexico Maru, Jap. s.s. 3,739, N. Kabayashi, 12th July—Tacoma via Japan Ports 9th July, Flour & Gen.—O. S. K.

Hakata Maru, Jap. s.s. 3,870, H. Nomura, 12th July—Moji 7th July, Matches, Cotton Yarn, Glass Ware, Sea Products, &c.—N. Y. K.

Kwangsang, Br. s.s. 1,474, N. F. Richard, 12th July—Canton 11th July, Gen.—J. M. & Co.

Taishun, Chi. s.s. 1,216, R. J. Paramore, 12th July—Canton 11th July, Gen.—C. M. S. N. Co.

Chenan, Br. s.s. 3,350, W. L. Jones, 12th July—Canton 11th July, Gen.—B. & S.

Telmachus, Br. s.s. 1,340, A. Fraser, 12th July—Saigon 7th July, Rice & Gen.—Wo Fat Shing.

Zafiro, Amer. s.s. 1,408, F. S. McMurphy, 12th July—Manila 9th July, Gen.—S. T. & Co.

Clearances at the Harbour Office.

July 11. Namur for Yokohama. Shinyo Maru for San Francisco.

July 17. Kwongsang for Shanghai. Coblenz for Melbourne. Haimun for Swatow.

Sungkiang for Haiphong. Yuen Sang for Manila. Chupshing for Tientsin. Chenan for Shanghai.

Tjiliwong for Batavia. Daiji Maru for Tamsui.

Passengers Arrived.

Per s.s. Telmachus, arrived 12th July, from Saigon. Hodge, Dr.

Per s.s. Zafiro, arrived 12th July, from Manila. Avery, Mr. & Fickes, F. Mrs. George H. F. A. Fable, V. Minis, J. F. Brown, L. S. MacKintosh, E. Castro, C. de. MacKintosh, G. Chetong, J. Sprangli, H. E. Everett, N. Whis, Mr. & Elliott, Mr. & Mrs.

Passengers Departed.

Per s.s. Derfflinger, departed 10th July, for Europe via Ports. Arthur, Mrs. M. Lam Sue Tong. G. Leing Ah Chat.

Bailongal, Miss Mrs. Lewis, E. F. Low, Chong. Baring, Miss L. Lo Toz Shan. Baring, Mrs. Low. Beringer, Mrs. Keah, Mrs. C. Miller, H. Necht, Robert. Offer, M. Cahohum, W. C. Steche, W. Strong, H. S. Verrill, H. M. Veshudas. Fung Kong Yuen Watson, A. Wee Soon. Fraser, L. C. Chuan. Herat, S. L. Iensche, G. Yong Lee Choy. Knight, C. J.

Tide Table.

7th July to 13th July, 1913.

High Water. Low Water.

7th July to 13th July, 1913.

High Water. Low Water.

7th July to 13th July, 1913.

High Water. Low Water.

7th July to 13th July, 1913.

WEATHER REPORT.

On the 12th at 10 40.—Pressure has decreased slightly over N.E. Japan, and is nearly stationary over N.E. China and S. Manchuria. It has increased slightly elsewhere. The southern depression has partially filled up. It is now central over the Gulf of Tongking.

Moderate S.E. winds are indicated over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 3.7 inches.

Forecast for the 24 hours ending at noon to-morrow.

District. Forecast. S.E. to S.W. winds, moderate; fair to showery.

1 Hongkong and Neighbourhood. The same as No. 1.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. Variable winds, and Hainan.

China Coast Meteorological Register.

1st July, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Whistock 7a 29.95 58 — no 1 f.

Nemuro 6a 29.97 — se 3.

Ilakodate 29.97 — se 0.

Tokio 29.97 — se 0.

Kochi 29.97 — se 1.

Nagasaki 29.97 — se 1.

Kashima 29.97 — se 1.

Oshima 29.97 — se 1.

Naha 29.97 — se 1.

Ishijima 29.97 — se 1.

Bonin Is. 29.97 — se 1.

Chefoo 29.97 — se 1.

Whaiwei 29.97 — se 1.

Hankow 29.97 — se 1.

Ichang 29.97 — se 1.

Kiukiang 29.97 — se 1.

Changsha 29.97 — se 1.

Shanghai 29.79 75 — se 2 bc.

Gutzlaff 29.89 72 — se 2 bc.

Sharp P. 29.84 80 — e 1 or.

Amoy 29.83 81 87 — se 2 bc.

Swatow 29.83 — se 2.

Taihou 29.84 — se 2.

Taihu 29.84 — se 2.

Tainan 29.84 — se 2.

Koshun 29.84 — se 2.

P'dorew 29.82 — se 2.

Canton 29.76 83 79 — se 2.

H'kong 29.76 79 93 — se 3.

Gap Rock 29.74 — se 4.

Macao 29.75 80 — se 2 od.

Wuchow 29.75 — se 2 od.

Pakhoi 29.75 — se 2 od.

Hoihow 29.75 — se 2 od.

Phulien 29.70 79 — n 2.

Tourane 29.71 79 — n 0.

C. St. J. 29.75 75 — se 4.

Apari 29.75 75 — se 1.

Manila 29.75 75 — se 1.

Legaspi 29.75 75 — se 1.

Iloilo 29.75 75 — se 1.

Bacolod 29.75 75 — se 1.

Cebu 29.75 75 — se 1.

Labuan 29.75 75 — se 1.

Mail Steamers.

THE PENINSULAR AND ORIENTAL S.N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For Steamers To Sail On Remarks

SHANGHAI, NAMUR, Capt. N. Collyer, daylight, Freight & Passage 13th July

MOJI, KOBE, Capt. N. Collyer, daylight, Freight & Passage 13th July

AND YOKO, NANKIN, Capt. Owen Jones, daylight, Freight & Passage 26th July

HAMA, ASSAVE, Capt. G. J. Coldwell, daylight, Freight & Passage 17th July

LONDON, via CHINA, Capt. C. H. S. Toccoque R.N.R., Noon, Freight & Passage 19th July

Usual Ports of Call, LONDON & ANTWERP, Singapore, Penang, SARDINIA, Capt. G. Manley, about, Freight & Passage 23rd July

Embo, Port Said, & Marseilles. All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to E. A. Hewett, Superintendent.

Hongkong, 12th July, 1913.

NORDDEUTSCHER LLOYD BREMEN.

Imperial German Mail Lines.

For Steamers To sail on

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ABERDEEN & HAMBURG. P. E. FRIEDRICH, Capt. L. Mundt 16,000, WEDNESDAY, 23rd July, 10 a.m.

SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA. PRINCESS ALICE, Capt. J. Bortfeldt 20,300, WEDNESDAY, 23rd July, 10 a.m.

MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. COBLENZ, Capt. L. Klugkist 6,750, SATURDAY, 12th July, 6 p.m.

KOBE & YOKOHAMA. P. SIGISMUND, Capt. D. Lenz 6,000, TUESDAY, 22nd July, 10 a.m.

JESSELTON, KUDAT & SANDAKAN. BORNIO, Capt. J. Koehler, about, End of July, MON, 14th July at 5 p.m.

SANDAKAN. RAJAH, Capt. C. Rosiefsky, about, End of July, MON, 14th July at 5 p.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 12th July,